REPORT

OF THE

BOMBAY CHAMBER OF COMMERCE

FOR THE

YEAR 1879-80.

PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 22ND DECEMBER 1880.

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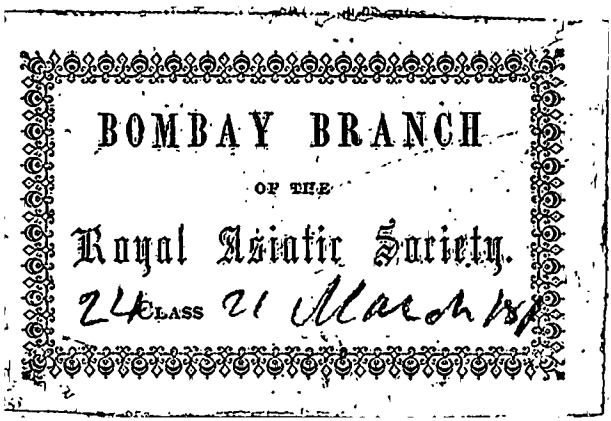

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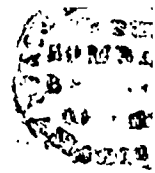

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BOMBAY BRANCH OF THE STATE

CONTENTS.

	PAGE
Members, &c., of the Chamber.	
Rules and Regulations of the Chamber	I
Committees of Arbitration	IV
Rules and Regulations for the Measurement by Callipers upon Exports from Bombay of Cotton, Wool, Hemp, and other Pressed Bales...	VI
General Rates of Commission	VII
Ship Freight Inwards to Bombay	IX
Ship Freight Outwards from Bombay	IX
Tonnage Scale at Bombay (Steamers' and Ships')	X
Scale of Landing Charges	XIV
Bombay Port Trust—	
Bye-laws for the Regulation and Management of the Wet Docks of the Bombay Port Trust	XVII
Rules for the Transport and Storage of Merchants' Gunpowder and other Explosives	XXVII
Pilotage Rules	XXXIV
Rates to be charged at the Prince's Dock	XLVIII
Rules for Guiding Issue of Warrants, Charges, &c.	LXIV
Scale of Wharfage, Cranage, and other Fees to be charged at Port Trust Bunders...	LXVII
General Meetings in 1879-80	LXXXIV

ANNUAL REPORT OF THE COMMITTEE—	Report page	Appendix page
The Trades and Professions Tax Bill No. XVIII. of 1879...	1	57
The Factories Bill	5	87
Time of Departure of the English Mails from Bombay under the New Mail Contract	7	111
The Indian Customs Tariff	14	136
The Postal Convention of Paris signed at Paris 1st June, 1878	14	163
The International Telegraph Conference, 1879	18	193
Closing of the Carnac, Nicol, and Musjid Bunders' Sidings by the G. I. P. Railway Company	18	...
Temporary Remission of Dock Dues	19	...
Dock Warrants	20	...
The Fall in the Value of Silver in relation to Gold and consequent Loss by Exchange	21	...
International Exhibition at Melbourne	21	249
The Practice of Weighing Duty-free Piece-goods ...	22	...

	Report page	Appendix page
Elective Trustees of the Port	23	...
The Port Trust, 1879-80	23	295
Appointment of Colonel Ponsonby Cox, R.E., as Chairman of the Port Trust	24	305
Saw-ginned Dharwar and Saw-ginned Compta Cotton ...	25	...
Transport by Rail of Khandeish Cotton to Broach and Surat, also of Cotton from the Central Provinces to Julgaum and Kutchgaum	26	...
Address to Sir Richard Temple, Bart.	26	307
Election of a Chairman in place of Mr. Charles Macdonald, resigned	27	...
Election of a Deputy Chairman in place of Mr. Graham ...	27	...
Wudhwan Station Cotton Market	27	312
Closing of the China Mails	28	...
Cultivation of Cotton from American Seed	29	315
The Bombay Cotton Frauds Act	31	320
Scheme for Arbitrations by the Chamber	32	323
Principles on which the Awards were based in certain cases submitted to the Chamber for Arbitration under the Rules passed on 3rd August, 1880	32	...
Compulsory Registration of Partnerships	33	325
The Petroleum Bill	36	338
The Indian Trade Marks Act, 1880	38	360
Increasing number of Destitute Asiatic Seamen in the United Kingdom	38	376
Redistribution of Trade at the various Bunders	40	...
Complaints of the arbitrary manner in which the Government Notification with reference to Defaced Coin was being carried out	41	405
Uniform Tonnage Scale for all India	42	419
Administrator-General's Act No. II. of 1874, Section 56 ...	43	...
Reports on the Native Opium Crops and on the Import Consumption and Prices of Opium in Consular Districts in China...	43	421
Inland Telegraph Tariff	44	500
Proposed System of Railways for the Southern Mahratta Country...	45	509
Introduction of the Telephone into India...	46	...
Partial Survey of the Bombay Harbour	47	518
Samples of Cloth, Yarn, and Noils, made from damaged and burst Tasar Cocoons collected from the Jungles near Bombay	48	552
Samples of Flour of Mahableshwur Arrowroot	49	559
Samples of Wild Galls	49	564
Samples of Bombay Jute Fibre	50	...

	Report page	Appendix page
Samples of Gold and Silver Lace-work carried on in Baroda	50	...
Address to the Marquis of Ripon	51	567
Returns of Rainfall	51	...
Progress of the Construction of the Prince's Dock since the Chamber's last Annual Report	52	...
Remissions and Reductions of Customs Duties	53	583
Quotations of Exchange, Discount, Government Securities and Freight, and of the Prices of the Principal Articles of Import and Export, during the year 1880	53	590
Charts and Notices of the Marine Survey Department ...	53	...
Miscellaneous	54	...
Funds of the Bombay Chamber of Commerce for 1879-80 ...	56	...

CONTENTS OF APPENDICES.

PAGE

A.—FUNDS OF THE BOMBAY CHAMBER OF COMMERCE FOR 1879-80 56

B.—THE TRADES AND PROFESSIONS TAX BILL No. XVIII. OF 1879.

A Bill to impose a Tax on Trades and Professions... 57
Memorial proposed at the Special General Meeting on 5th December, 1879, by Committee of the Chamber 67
Memorial proposed as an Amendment by Mr. G. A. Kittredge ... 69
Amendment proposed by Mr. Sorabjee Framjee Patel 70
Do. do. by Mr. Forrest 71
Abstract of Proceedings of Council of Governor General of India... 71
Extract from Financial Statement introduced by Hon'ble Sir John Strachey into Legislative Council of Governor General 84

C.—THE FACTORIES BILL.

From Acting Under-Secretary to Government of Bombay, Judicial Department, to Secretary Bombay Chamber of Commerce, dated 24th November, 1879 87
From Secretary to Government of India, Legislative Department, to Chief Secretary to Government of Bombay, dated 15th November, 1879 87
A Bill to regulate Labour in Factories, together with Statement of Objects and Reasons 88
Report of the Special Committee 91
Abridgment of Proceedings of Adjourned Special General Meeting of the Chamber of Commerce held on 11th December, 1880, to receive, *inter alia*, the Report of Special Committee on proposed Factory Act 93
From Chairman and Secretary Bombay Chamber of Commerce to Under-Secretary to Government of Bombay, Judicial Department, dated 31st December, 1879 93
From Acting Under-Secretary to Government of Bombay, Judicial Department, to Secretary Bombay Chamber of Commerce, dated 6th May, 1880 96
From Secretary to Government of India, Legislative Department, to Chief Secretary to Government of Bombay, dated 24th April, 1880 96
Copy of Bill (No. II.) to regulate Labour in Factories, together with the Select Committee's Report thereon 96

PAGE
From Chairman and Secretary Bombay Chamber of Commerce to Under-Secretary to Government of Bombay, Judicial Department, dated 14th August, 1880 104
Proceedings of the Special General Meeting of the Chamber held on 3rd August, 1880 108

D.—TIME OF DEPARTURE OF THE ENGLISH MAILS FROM BOMBAY UNDER THE NEW MAIL CONTRACT.

From Acting Secretary to Government of Bombay, Financial Department, to Secretary Bombay Chamber of Commerce, dated 9th February, 1880 111
From Acting Secretary to Government of Bombay, Financial Department, to Secretary to Government of India, Department of Finance and Commerce, dated 19th January, 1880 111
From Government of India to Government of Bombay, dated 5th February, 1880 113
From Secretary Bombay Chamber of Commerce to Secretary to Government of Bombay, Financial Department, dated 12th February, 1880 113
From Secretary Bombay Chamber of Commerce to Secretary to Government of Bombay, Financial Department, dated 16th February, 1880 114
From Director General of Post Office of India to Secretary Bombay Chamber of Commerce, dated 28th February, 1880 115
From do. do. to do. do., dated 28th April, 1880 116
From Secretary Bombay Chamber of Commerce to Director General of Post Office of India, dated 11th May, 1880 116
From Director General of Post Office of India to Secretary Bombay Chamber of Commerce, dated 18th May, 1880 117
From do. do. to do. do., dated 3rd June, 1880 117
Telegram from Secretary Bombay Chamber of Commerce to Director General of Post Office of India, dated 7th June, 1880 117
From Chairman and Secretary Bombay Chamber of Commerce to Director General of Post Office of India, dated 14th July, 1880 ... 117
From Secretary Bombay Chamber of Commerce to Secretary Bengal Chamber of Commerce, dated 11th June, 1880 120
From Secretary Bengal Chamber of Commerce to Secretary Bombay Chamber of Commerce, dated 19th June, 1880 121
From Secretary Bombay Chamber of Commerce to Secretary to Government of Bombay, Financial Department, dated 14th July, 1880 122
From Acting Secretary to Government of Bombry to Secretary Bombay Chamber of Commerce, dated 23rd July, 1880 122
Memorial of the Bombay Chamber of Commerce to Her Majesty's Principal Secretary of State for India 122

PAGE
From Acting Secretary to Government of Bombay, Financial Department, to Secretary Bombay Chamber of Commerce, dated 1st October, 1880 124
From Secretary to Government of India, Department of Finance and Commerce, to Secretary to Government of Bombay, dated 21st September, 1880 124
From Secretary of State for India, Department of Finance and Commerce, to Government of India, dated 22nd April, 1880 ... 126
From President Manchester Chamber of Commerce to Secretary of State for India, dated 25th March, 1880 126
From Secretary of State for India to Government of India, dated 19th August, 1880 127
From Secretary Huddersfield Incorporated Chamber of Commerce to Secretary of State for India, dated 17th July, 1880 127
Memorial of the Huddersfield Incorporated Chamber of Commerce to Secretary of State for India, dated 17th July, 1880 127
From Manager Chartered Bank of India, Australia and China, London, to Under-Secretary of State for India, dated 20th July, 1880 128
From Secretary Chartered Bank of India, Australia and China, London, to Under-Secretary of State for India, dated 20th July, 1880 128
From Secretary Glasgow Chamber of Commerce and Manufactures to Secretary of State for India, dated 27th July, 1880 128
Memorial of the Chamber of Commerce and Manufactures in the City of Glasgow to Secretary of State for India, dated 25th July, 1880 128
From Viscount Sandon, Westminster, to Secretary of State for India, dated 26th July, 1880 129
Memorial of the Liverpool Incorporated Chamber of Commerce to Secretary of State for India, dated 22nd July, 1880 129
From Secretary of State for India to Government of India, dated 19th August, 1880 130
From Secretary Bombay Chamber of Commerce to Secretary to Government of Bombay, Financial Department, dated 12th October, 1880 131
From Government of India, Department of Finance and Commerce, to Secretary of State for India, dated 2nd November, 1880 ... 133
Telegram from Secretary of State for India to Government of India, dated 23rd December, 1880 135
Correspondence from Assistant Secretary to Government of India to Director General of Post Office of India, Governments of Bengal, Bombay, and Madras, and the Chambers of Commerce of Bengal, Bombay, Madras, and Rangoon 135
From Superintendent P. & O. S. N. Company to Secretary Bombay Chamber of Commerce, dated 3rd January, 1881 135

E.—THE INDIAN CUSTOMS TARIFF.

PAGE
Notification by the Government of India, dated 30th July, 1879 ... 136
Extract from Proceedings of Government of India, dated 19th November, 1879 142
From Collector of Customs and Opium, Presidency Division, to Secretary Bombay Chamber of Commerce, dated 22nd January, 1880 145
Values of Articles on which Customs Duty is assessed and Alterations proposed by the Bombay Chamber of Commerce on 30th January, 1880 146
Import Tariff 146
Export Tariff 161
Proceedings of the Special General Meeting of the Chamber on 30th January, 1880, to confirm the Customs Tariff Valuations proposed by the Special Committee... 162

F.—THE POSTAL CONVENTION OF PARIS SIGNED AT PARIS 1ST JUNE, 1878.

From Secretary Bombay Chamber of Commerce to Director General of Post Office of India, dated 31st October, 1879 163
From Director General of Post Office of India to Secretary Bombay Chamber of Commerce, dated 11th November, 1879 164
From Director General of Post Office of India to Secretary Bombay Chamber of Commerce, dated 15th November, 1879 166
Copy of Postal Convention of Paris, signed on the 1st June, 1878, and of Detailed Regulations for the execution of the same ... 166

G.—THE INTERNATIONAL TELEGRAPH CONFERENCE, 1879.

From Acting Secretary to Government of Bombay, Public Works Department, to Secretary Bombay Chamber of Commerce, dated 15th December, 1879 193
From Assistant Secretary to Government of India to Secretary to Government of Bombay, Public Works Department, dated 5th December, 1879 193
From Secretary Bengal Chamber of Commerce to Secretary Bombay Chamber of Commerce, dated 12th December, 1879 194
From Secretary Bengal Chamber of Commerce to Secretary to Government of India, Public Works Department (Telegraph), dated 27th November, 1879 194
From Secretary Manchester Chamber of Commerce to Secretary Bombay Chamber of Commerce, dated 29th November, 1879 ... 196
Letter from President Manchester Chamber of Commerce to Postmaster General, London, dated 8th September, 1879 196
From Postmaster General to Manchester Chamber of Commerce, dated London, 3rd September, 1879 197

PAGE
From Postmaster General to Manchester Chamber of Commerce, dated London, 10th September, 1879 197
From Postmaster General to Secretary Manchester Chamber of Commerce, dated London, 17th September, 1879 198
From Secretary Bristol Incorporated Chamber of Commerce and Shipping to Secretary Bombay Chamber of Commerce, dated 6th March, 1880 198
Postal and Telegraphic Communication with India and Foreign Telegrams 199

H.—INTERNATIONAL EXHIBITION AT MELBOURNE.

Notification nominating a Committee to represent the Products of Bombay Presidency at Melbourne International Exhibition ... 249
Proceedings of the Meeting of Bombay Committee to Melbourne Exhibition held on 16th December, 1879 249
Statement showing the Subscriptions received and Disbursements made up to 31st December, 1880, on account of Melbourne International Exhibition Fund... 253
List of Exhibits forwarded by the Bombay Committee to Melbourne International Exhibition 254

I.—ADMINISTRATION OF THE BOMBAY PORT TRUST.

Administration Report, 1879-80 295

J.—APPOINTMENT OF COLONEL PONSONBY COX, R.E., AS CHAIRMAN OF THE PORT TRUST.

From Secretary Bombay Chamber of Commerce to Secretary to Government of Bombay, Marine Department, dated 7th April, 1880 305
From Secretary to Government of Bombay, Marine Department, to Chairman Bombay Chamber of Commerce, dated 13th April, 1880. 306

K.—FAREWELL ADDRESS TO SIR RICHARD TEMPLE, BART.

The Address 307
His Excellency the Governor's Reply to the above Address ... 309

L.—WUDHWAN STATION COTTON MARKET.

From 3rd Assistant Political Agent, and President General Committee, Wudhwan Station Cotton Market, to Secretary Bombay Chamber of Commerce, dated 16th March, 1880 312
Statement showing the total number of Cotton Bales passed through the Wudhwan Station Cotton Market 312
From Secretary Bombay Chamber of Commerce to 3rd Assistant Political Agent, and President General Committee, Wudhwan Station Cotton Market, dated 13th May, 1880 313

M.—CULTIVATION OF COTTON FROM AMERICAN SEED

PAGE
From Acting Secretary to Government of Bombay, Revenue Department, to Secretary Bombay Chamber of Commerce, dated 12th April, 1880 315
From Secretary Bombay Chamber of Commerce to Secretary to Government of Bombay, Revenue Department, dated 17th April, 1880 316
From do. do. to do. do., dated 22nd May, 1880 317

N.—THE BOMBAY COTTON FRAUDS ACT.

Despatch from the India Council sanctioning the Abolition of the Cotton Frauds Department 320

O.—SCHEME FOR ARBITRATION BY THE CHAMBER.

Committees of Arbitration 323

P.—COMPULSORY REGISTRATION OF PARTNERSHIPS.

From Messrs. Craigie, Lynch, and Owen to Secretary Bombay Chamber of Commerce, dated 10th February, 1880 325
An Act for the Registration of Partnerships 326
From Messrs. Craigie, Lynch, and Owen to Secretary Bombay Chamber of Commerce, dated 22nd May, 1880 331
Proceedings of the Special General Meeting of the Chamber held on 3rd August, 1880 334
From Secretary Bombay Chamber of Commerce to Under-Secretary to Government of Bombay, Judicial Department, dated 18th August, 1880 336

Q.—THE PETROLEUM BILL, 1880.

From Secretary Bombay Chamber of Commerce to Secretary to Government of Bombay, Judicial Department, dated 30th July, 1880 338
From Acting Secretary to Government of Bombay, General Department, to Secretary Bombay Chamber of Commerce, dated 3rd August, 1880 338
Extract from a Letter dated 29th November, 1878, from Government of Bombay to Secretary to Government of India, Home Department 339
Extract from the Report of the Chemical Analyser to Government for the year 1877-78 339
Do. do. do. for the year 1876-77 340
Do. do. do. for the year 1878-79 340
From Secretary Bombay Chamber of Commerce to Secretary to Government of India, Legislative Department, dated 14th August, 1880 341

PAGE
From Acting Secretary to Government of Bombay, General Department, to Secretary Bombay Chamber of Commeree, dated 17th August, 1880 342
A Bill to regulate the Importation, Possession, and Transport of Petroleum and other substances of a like nature 342
From Acting Secretary to Government of Bombay to Secretary to Government of India, Home, Revenue, and Agricultural Department, dated 19th March, 1880 351
From Messrs. Wallace & Co. to Acting Secretary to Government of Bombay, dated 6th March, 1880 351
Endorsement by Home, Revenue, and Agricultural Department, dated 30th April, 1880 352
From Secretary Bombay Chamber of Commerce to Secretary Bengal Chamber of Commerce, dated 16th August, 1880 352
From Secretary Bengal Chamber of Commerce to Secretary Bombay Chamber of Commerce, dated 9th September, 1880 353
From Secretary Bengal Chamber of Commerce to Officiating Secretary to Government of Bengal, dated 4th September, 1880 ... 353
From Messrs. Kettlewell, Bullen & Co. (of Calcutta) to Secretary Bengal Chamber of Commerce, dated 9th Augest, 1880 356
From Messrs. Edmands Brothers & Co. (of Calcutta) to Messrs. Kettlewell, Bullen & Co., dated 5th August, 1880 356
The Petroleum Bill 357
From Messrs. Balmer, Lawrie & Co. (of Calcutta) to Messrs. Kettlewell, Bullen & Co., dated 21st August, 1880 358

R.—THE INDIAN TRADE MARKS ACT, 1880.

From Acting Under-Secretary to Government of Bombay, Judicial Department, to Secretary Bombay Chamber of Commerce, dated 31st March, 1880 360
From Secretary to Government of India, Legislative Department, to Chief Secretary to Government of Bombay, dated 9th March, 1880 360
Copy of a Bill (No. II.) to provide for the registration of Trade Marks, together with the Report of the Select Committee thereon. 361
From Chairman and Secretary Bombay Chamber of Commerce to Under-Secretary to Government of Bombay, Judicial Department, dated 17th August, 1880 370

S.—INCREASING NUMBER OF DESTITUTE ASIATIC SEAMEN IN THE UNITED KINGDOM.

From Secretary to Government of Bombay, Marine Department, to Secretary Bombay Chamber of Commerce, dated 23rd April, 1880 376
From Secretary of State for India to H. E. the Hon'ble the Governor in Council, Bombay, dated India Office, London, 4th March, 1880 376

PAGE
From Honorary Secretary Strangers' Home for Asiatics in London to Under-Secretary of State for India, dated 4th November, 1879... 377
From Thomas Gray, Esq. (of the Board of Trade), to Under-Secretary of State for India, dated 9th February, 1880 379
From Frederic Bernal, Esq. (of British Consulate, Havre), to Assistant Secretary, Marine Department, Board of Trade, dated Havre, 12th December, 1879 379
From do. do. to do. do., dated Havre, 3rd January, 1880 380
From Her Britannic Majesty's Consul, Rotterdam, to Assistant Secretary Marine Department, Board of Trade, dated Rotterdam, 13th December, 1879 381
From Her Britannic Majesty's Consul, Hamburg, to Assistant Secretary, Marine Department, Board of Trade, dated Hamburg, 16th December, 1879 382
From Edward Taylor, Esq. (of the Vice-Consulate, Dunkirk), to Assistant Secretary, Marine Department, Board of Trade, dated Dunkirk, 19th December, 1879 384
From Charles G. G. Percival, Esq., Consul, Bordeaux, to Assistant Secretary, Marine Department, Board of Trade, dated Bordeaux, 20th December, 1879 385
From Her Britannic Majesty's Consul, Bremen (and Bremerhaven), to Assistant Secretary, Marine Department, Board of Trade, dated Bremen, 25th December, 1879 386
From E. A. Grattan, Esq. (of the British Consulate, Antwerp), to Assistant Secretary, Marine Department, Board of Trade, dated Antwerp, 30th December, 1879 389
From Acting Shipping Master to Secretary to Government of Bombay, Marine Department, dated 13th April, 1880 389
From Secretary Bombay Chamber of Commerce to Under-Secretary to Government of Bombay, Marine Department, dated 27th May, 1880 393
From Acting Secretary to Government of Bombay, Marine Department, to Secretary Bombay Chamber of Commerce, dated 14th June, 1880 394
From Secretary to Government of India, Department of Finance and Commerce, to Secretary to Government of Bombay, dated 28th May, 1880 394
From Acting Shipping Master to Secretary to Government of Bombay, Marine Department, dated 9th June, 1880 395
From Secretary Bombay Chamber of Commerce to Secretary to Government of Bombay, Marine Department, dated 24th August, 1880 397
From Acting Secretary to Government of Bombay, Marine Department, to Secretary Bombay Chamber of Commerce, dated 22nd September, 1880 399

PAGE
Copy of Government Resolution on the subject of the measures proposed for preventing Destitution amongst Asiatic Seamen in the United Kingdom, dated 22nd September, 1880 399
Do. do. do. dated 18th October, 1880 ... 403

T.—COMPLAINTS OF THE ARBITRARY MANNER IN WHICH THE GOVERNMENT NOTIFICATION WITH REFERENCE TO DEFACED COIN WAS BEING CARRIED OUT.

From Secretary Bombay Chamber of Commerce to Secretary to Government of Bombay, Financial Department, dated 21st August, 1880 405
From Acting Secretary to Government, Financial Department, to Secretary Bombay Chamber of Commerce, dated 28th August, 1880 405
Copies of Government Notification regarding the practice of Notching, Marking, or otherwise Defacing Coin and in regard to Coin of light Weight, dated respectively 6th September 1878, 7th June 1879, 24th September 1879, and 24th February 1880 ... 406
From Secretary Bombay Chamber of Commerce to Secretary to Government of Bombay, Financial Department, dated 25th September, 1880 410
From Acting Secretary to Government, Financial Department, to Secretary Bombay Chamber of Commerce, dated 9th November, 1880 413
Copy of Government Resolution containing the modified Orders issued in respect to the withdrawl from Circulation of Defaced Coin 413
Copy of the Instructions issued by Accountant-General, Bombay, to Secretary and Treasurer Bank of Bombay, dated 18th August, 1880 416
Copy of the above forwarded to Assistant Commissioner of Paper Currency, dated 18th August, 1880 416
Notifications by the Government of India, Financial Department, dated 1st November, 1880 417

U.—UNIFORM TONNAGE SCALE FOR ALL INDIA.

From Secretary Bombay Chamber of Commerce to Secretary Bengal Chamber of Commerce, dated 27th August, 1880 419
From Secretary Bengal Chamber of Commerce to Secretary Bombay Chamber of Commerce, dated 6th September, 1880 419

V.—REPORTS ON THE NATIVE OPIUM CROPS AND ON THE IMPORT CONSUMPTION AND PRICES OF OPIUM IN CONSULAR DISTRICTS IN CHINA.

From Her Majesty's Consul at Newchwang to Secretary to Government of India, Financial Department, dated 15th August, 1879 421

PAGE
From Her Majesty's Consul at Chefoo to Secretary to Government of India, Financial Department, dated 24th February, 1879 ... 423
From Her Majesty's Consul at Shanghai to Secretary to Government of India, Financial Department, dated 28th April, 1879 ... 424
From Her Majesty's Consul at Ning-po to Secretary to Government of India, Financial Department, dated 1st July, 1879 429
From Her Majesty's Consul at Wenchow to Secretary to Government of India, Financial Department, dated 20th July, 1879 ... 432
From Her Majesty's Consul at Swatow to Secretary to Government of India, Financial Department, dated 23rd June, 1879 436
From do. do. to do. do. dated 28th February, 1879 438
From Her Majesty's Consul at Canton to Secretary to Government of India, Financial Department, dated 25th March, 1879 438
From do. do. to do. do. dated 19th April, 1879 440
From do. do. to do. do. dated 20th June, 1879 441
From Her Britannic Majesty's Acting Consul at Wu-Hu to Under-Secretary to Government of India, Financial Department, dated 15th October, 1879 457
From Her Britannic Majesty's Consul at Canton to Under-Secretary to Government of India, Department of Finance and Commerce, dated 22nd April, 1880. 459
From Her Britannic Majesty's Acting Consul at Shanghai to Secretary to Government of India, Department of Finance and Commerce, dated 22nd April, 1880. 460
From Her Britannic Majesty's Acting Consul at Shanghai to Her Majesty's Minister at Peking, dated 22nd April, 1880 461
From Her Britannic Majesty's Consul at Canton to Secretory to Government of India, Department of Finance and Commerce, dated 11th May, 1880. 461
From Her Britannic Majesty's Consul at Pakhoi to Secretary to Government of India, Department of Finance and Commerce, dated 4th May, 1880 462
From Her Britannic Majesty's Acting Consul at Kiungchow to Secretary to Government of India, Department of Finance and Commerce, dated 1st May, 1880 462
From Her Britannic Majesty's Acting Consul at Kiungchow to Sir Thomas Wade, K.C.B., dated 1st May, 1880 463
From Her Britannic Majesty's Acting Consul at Amoy to Secretary to Government of India, Department of Finance and Commerce, dated 1st May, 1880 463
From Her Britannic Majesty's Acting Consul at Amoy to Her Majesty's Minister at Peking, dated 1st May, 1880 463

PAGE
From Her Britannic Majesty's Consul at Ning-po to Secretary to Government of India, Department of Finance and Commerce, dated 3rd May, 1880 464
From Her Britannic Majesty's Consul at Chinkiang to Secretary to Government of India, Department of Finance and Commerce, dated 13th May, 1880 465
From Her Britannic Majesty's Consul at Chefoo to Secretary to Government of India, Department of Finance and Commerce, dated 15th May, 1880 468
From Her Britannic Majesty's Consul at Chefoo to Sir Thomas Wade, K.C.B., dated 15th May, 1880 468
From Her Britannic Majesty's Consul at Wu-Hu to Secretary to Government of India, Department of Finance and Commerce, dated 7th May, 1880 469
From Acting Consul at Kinkiang to Secretary to Government of India, Department of Finance and Commerce, dated 12th May, 1880. 470
From Her Britannic Majesty's Acting Consul at Tientsin to Secretary to Government of India, Department of Finance and Commerce, dated 10th June, 1880 473
From Her Britannic Majesty's Acting Consul at Taiwan to Secretary to Government of India, Department of Finance and Commerce, dated 21st June, 1880 478
From Her Britannic Majesty's Acting Consul at Amoy to Secretary to Government of India, Department of Finance and Commerce, dated 31st May, 1880 480
From Her Britannic Majesty's Consul at Shanghai to Secretary to Government of India, Department of Finance and Commerce, dated 30th June, 1880 484
From Under-Secretary to Government of India, Department of Finance and Commerce, to Her Britannic Majesty's Consul at Shanghai, dated 21st August, 1880 487
From Her Britannic Majesty's Consul at Wu-Hu, Province of Au-Hui, China, to Secretary to Government of India, Department of Finance and Commerce, dated 16th July, 1880... 488
From Her Britannic Majesty's Acting Consul at Wenchow to Secretary to Government of India, Department of Finance and Commerce, dated 17th July, 1880 491
From Her Britannic Majesty's Acting Consul at Formosa to Secretary to Government of India, Department of Finance and Commerce, dated 9th August, 1880 493
From Her Britannic Majesty's Consul at Ichang to Secretary to Government of India, Department of Finance and Commerce, dated 27th July, 1880 496
From Her Britannic Majesty's Acting Consul at Chinkiang to Under-Secretary to Government of India, Department of Finance and Commerce, dated 20th September, 1880 497

W.—INLAND TELEGRAPH TARIFF.

PAGE
From Secretary Bombay Chamber of Commerce to Director General of Telegraphs in India, dated 6th July, 1880 500
From Assistant Secretary to Government of India, Public Works Department, to Secretary Bombay Chamber of Commerce, dated 5th October, 1880 501
Copy of a Resolution on the subject of Inland Telegraph Tariff, dated 5th October, 1880 502
From Secretary Bombay Chamber of Commerce to Secretary to Government of India, Public Works Department, Telegraph, dated 15th December, 1880 506

X.—PROPOSED SYSTEM OF RAILWAYS FOR THE SOUTHERN MAHRATTA COUNTRY.

From Acting Under-Secretary to Government, Public Works Department (Railway), to Secretary Bombay Chamber of Commerce, dated 12th October, 1880 509
Government Resolutions treating on the proposed System of Railways for the Southern Mahratta Country, dated 28th August, 1880. 509
From Engineer-in-Chief Bombay Eastern Deccan State Railway to Consulting Engineer for Railways, Bombay, dated 21st October, 1879 510
Report on the Proposed Location of Bombay Eastern Deccan State Railway 511
Extract from Demi-official Note of Engineer-in-Chief, Bombay Eastern Deccan State Railway, dated 11th December, 1879 519
From Commissioner Southern Division, Public Works Department (Railway), to Acting Under-Secretary to Government, dated 17th July, 1880 520
From Collector of Kaladgi to Commissioner Southern Division, dated 30th June, 1880 521
Statement showing Area of Land cultivated with principal Crops in 1872-73 to 1878-79 in Kaladgi Collectorate 534
Statement showing estimated Out-turn of principal Crops in 1874-75 to 1878-79 in Kaladgi Collectorate 536
Return showing Prices of principal Products of Kaladgi District as compared with Prices of Sholapur, Belgaum, and Dharwar from 1872-73 to 1878-79 538
From Conservator of Forests, Southern Division, to Commissioner, Southern Division, dated 8th January, 1880 539
Memorandum on Bombay Eastern Deccan Railway and System of Railways proposed for Bombay Presidency, South of G. I. P. Railway, dated 12th August, 1880... 539
Government Resolution on the proposed system of Railways for the Southern Mahratta Country, dated 16th September, 1880 ... 545

PAGE
From Secretary Bombay Chamber of Commerce to Under-Secretary to Government, Public Works Department (Railway), dated 9th December, 1880 546

Y.—PARTIAL SURVEY OF THE BOMBAY HARBOUR.

From Secretary Bombay Chamber of Commerce to Secretary to Government of Bombay, Marine Depatment, dated 27th October, 1880 548
From Acting Secretary to Government, Marine Department, to Secretary Bombay Chamber of Commerce, dated 3rd November, 1880 548
From Secretary Bombay Port Trust to Secretary to Government of Bombay, Marine Department, dated 15th October, 1880 549
Copy of a Letter from Port Officer, Bombay Port Trust, to Secretary Bombay Port Trust, dated 7th October, 1880 549
Letter from Acting Secretary to Government, Marine Department, forwarding Copy of a Letter from Port Officer, Bombay Port Trust, to the Government of India, dated 29th October, 1880 ... 551

Z.—SAMPLES OF CLOTH, YARN, AND NOILS, MADE FROM DAMAGED AND BURST TASAR COCOONS COLLECTED FROM THE JUNGLES NEAR BOMBAY.

From Acting Secretary to Government of Bombay, General Department, to Secretary Bombay Chamber of Commerce, dated 2nd December, 1879 552
Copy of a letter from Assistant Superintendent Revenue Survey to Secretary to Government of Bombay, General Department, dated 20th November, 1879 552
From Acting Under-Secretary to Government of Bombay, General Department, to Secretary Bombay Chamber of Commerce, dated 12th December, 1679 554
From do. do. to do. do., dated 13th December, 1879. 554
Report on damaged and burst Cocoons from Assistant Superintendent Revenue Survey to Secretary to Government of Bombay, General Department, dated 21st February, 1880 554

A A.—SAMPLES OF FLOUR OF MAHABLESHWUR ARROWROOT.

From Secretary Bombay Chamber of Commerce to Messrs. Finlay, Campbell & Co., White Lion Court, Cornhill, London, dated 10th January, 1880 559
From Messrs. Finlay, Campbell & Co., London, to Secretary Bombay Chamber of Commerce, dated London, 13th February, 1880 ... 559
From Messrs. Green and Pitt, London, to Messrs. Finlay, Campbell & Co., dated London, 12th February, 1880... 560

PAGE
From Manager Maubre Saccharine Co., Limited, to Messrs. Finlay, Campbell & Co., London, dated 5th February, 1880 562

B B.—SAMPLES OF WILD GALLS.

From District Forest Officer, Khandeish, to Secretary Bombay Chamber of Commerce, dated 8th April, 1880 564
From Secretary Bombay Chamber of Commerce to District Forest Officer, Khandeish, dated 17th April, 1880... 564
From District Forest Officer, Khandeish, to Secretary Bombay Chamber of Commerce, dated 27th April, 1880 565
From Secretary Bombay Chamber of Commerce to District Forest Officer, Khandeish, dated 4th September, 1880 565
Reports on Samples of Wild Galls from Brokers of London and Liverpool, received through Messrs. Owen and Okell 566

C C.—ADDRESS TO THE MARQUIS OF RIPON.

The Address 567
Reply to the above Address by His Excellency the Viceroy ... 579

D D.—REMISSIONS AND REDUCTIONS OF CUSTOMS DUTIES.

Alterations since 1st January to 30th November, 1880 583

E E.—QUOTATIONS OF EXCHANGE, DISCOUNT, GOVERNMENT SECURITIES AND FREIGHT, AND OF THE PRICES OF THE PRINCIPAL ARTICLES OF IMPORT AND EXPORT, DURING THE YEAR, 1880...

... ... 590

F F.—STATEMENT OF ANNUAL VALUE OF EXPORT AND IMPORT TRADE OF INDIA, AND TOTAL MILES OF RAILWAY OPENED IN 1852-53 TO 1879-80

... ... 608

G G.—FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in 1874-75 to 1879-80 610

H H.—FOREIGN TRADE OF THE BOMBAY PRESIDENCY.

Imports of Principal Articles, including Treasure, imported in 1875-76 to 1879-80 612
Exports of do. do. exported in 1875-76 to 1879-80... 614

Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER 1836.

Honorary Members.

WILLIAM RATHBONE, Esq., M.P. | A. H. CAMPBELL, Esq.
J. M. MACLEAN, Esq.

Members.

Messrs. ALDRIDGE, SALMON & Co.
,, BATES (EDWARD) & Co.
,, BELL, BRANDENBURG & Co.
,, BENN, ASHLEY & Co.
,, BLASCHECK (A.) & Co.
,, CUTLER, PALMER & Co.
,, EWART, LATHAM & Co.
,, FINLAY, MUIR & Co.
,, FORBES (C. H. B.) & Co.
,, FORBES (SIR CHARLES) & Co.
,, FRAMJEE, SANDS & Co.
,, GADDUM & Co.
,, GRAHAM (W. & A.) & Co.
,, GREAVES, COTTON & Co.
,, GUBBAY (M. S.) & Co.
,, HORMARJEE (B. & A.)
,, KILLICK, NIXON & Co.
,, KNOOP & Co.
,, LANG, MOIR & Co.
,, LOCKHART (GEORGE) & Co.
,, LYON & Co.
,, MACAULAY, (W. M.) & Co.
,, MACDONALD (C.) & Co.
,, MACKINNON, MACKENZIE & Co.
,, OWEN & OKELL.
,, PEEL, CASSELS & Co.
,, PUNNETT & Co.
,, RALLI BROTHERS.
,, RITCHIE, STEUART & Co.
,, SASSOON (DAVID) & Co.

Messrs. SASSOON (E. D.) & Co.
,, SIGG-SULZER & Co.
,, SPINNER (E.) & Co.
,, TARIA TOPUN.
,, VOLKART BROTHERS.
,, WALLACE & Co.
AHMEDBHOY HUBIBBHOY, Esq.
DINSHAW MANOCKJEE PETIT, Esq.
KITTREDGE (G. A.) Esq.
NANABHOY BYRAMJEE JEEJEEBHOY, Esq.
THE AUSTRO-HUNGARIAN LLOYD'S S.N. COMPANY.
THE AGRA BANK, LIMITED.
THE BANK OF BOMBAY.
THE B. B. & C. I. RAILWAY COMPANY.
THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.
THE CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.
THE COLABA LAND & MILL COMPANY, LIMITED.
THE COMPTOIR D'ESCOMPTE DE PARIS.
THE G. I. P. RAILWAY COMPANY.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE NATIONAL BANK OF INDIA.
THE ORIENTAL BANK CORPORATION.
THE P. & O. S. N. COMPANY.
THE RUBATTINO S. N. Company.

RETIRING COMMITTEE.

The Hon'ble JAMES N. GRAHAM, *Chairman.*
Mr. GEORGE A. BARNETT, *Deputy Chairman.*

Mr. JAMES HUTTON
,, J. G. RUSSELL
,, RICHARD ROBERTS
,, C. KAPP
,, JAMES THORBURN
} *Members.*

COMMITTEE FOR 1881.

The Hon'ble JAMES N. GRAHAM, *Chairman.*
Mr. EDWARD COMBER, *Deputy Chairman.*

Mr. F. MATHEW
,, THOMAS FORREST
,, H. A. RICHARDSON
,, CLEMENT POOLE
,, C. T. MEILI
} *Members.*

Mr. JOHN GORDON, *Secretary.*

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

Revised and adopted at a General Meeting held on 5th December, 1879.

I. THE object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and other means assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be admitted Members by the vote of a majority of not less than two-thirds of those voting at a General Meeting, as provided for in Rule III.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been regularly called together—one partner representing a firm; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 25 per month.*

* *Subscription.*—The following resolution was adopted at a Meeting of the Chamber on April 11th, 1870:—"That the subscription to the Chamber be reduced from Rs. 25 to Rs. 20, and that the charge for a copy of each of the publications to Members be Rs. 15 per mensem."

VI. The affairs and funds of the Association shall be managed by a Committee of seven Members, consisting of the Chairman and Deputy Chairman of the Chamber and five Members. The Chairman or Deputy Chairman, as the case may be, shall be *ex-officio* Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee:—

1. The Committee shall consist of seven Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman, of whom the two latter officers shall be elected by ballot.
2. The ballot shall take place annually between the 1st and 20th days of December in each year, as may be fixed by the then sitting Committee; and the new Committee shall take office on the 1st of January in each year, and continue to act until the 31st December following. Should any delay take place in the election of the new Committee, the retiring Committee shall hold office until the new Committee is formed.
3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway, and Shipping interests.
4. Two members of one Firm shall not be on the Committee at the same time.
5. No Member of the Chamber shall give more than one vote for a candidate.
6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election seven clear days before the election takes place.
7. The retiring Committee shall appoint two days, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on each day.
8. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.
9. The retiring Committee shall appoint two Scrutineers, who, at 6 P.M. on the second day of the ballot, shall open the box and declare the result.
10. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the list for the Chairmanship refusing to act, there shall be a new election for both offices, by the Chamber: in the event of the gentleman at the head of the list for the Deputy Chairmanship refusing to act, there shall be a fresh election for that office alone.
11. In the event of an equality of votes preventing the due election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

12. The remaining Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman ; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

13. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship, which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

14. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney ; the officers in charge of Banking and Shipping establishments ; the representatives of Railway and Joint Stock Companies ; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall meet on Friday, or on such other day as may be found by them most convenient, of every week, to receive and dispose of all communications and references, and to take under their consideration generally all matters embraced in the objects of the Chamber ; and their proceedings be laid on the table for the inspection of all Members, subject to such regulations as they may make.

X. General Meetings of the Chamber shall be held quarterly, and at such other times as may be decided upon by the Committee, for the purpose of discussing any measures of public interest which may arise, and the Committee of the Chamber shall be entrusted with the selection of subjects for discussion at such Meetings, and they shall give notice of the same to the Members at least three days before the Meeting. The Annual General Meeting shall be held in the month of December, on such day as the Committee for the time being shall direct, and seven days' notice shall be given of such Meeting. A Special General Meeting shall be called by the Chairman, or by his order, or, if there be no Chairman, by the Secretary, within seven days after the receipt of a requisition from any three Members of the Chamber, but a majority of Members qualified to vote at a Meeting shall be required to constitute such General Meeting. All General Meetings of the Chamber shall be advertised in the newspapers.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of the establishment, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Treasurer or Treasurers for the time being, and the same shall be available by cheques signed by the Chairman, or in his absence by the Acting Chairman for the time being, and by one other Member of the Committee.

XIII. A Secretary shall be appointed by a majority of Members

in such way as the Committee for the time being may point out; that it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, handing the same over to the Treasurer, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of Members.

XVI. *Honorary Members.*—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. An Annual Report of the proceedings shall be made, and copies sent to the similar Associations in India, China, and elsewhere

XVIII. The foregoing Rules shall be added to, or altered, only by a majority of Members of the Chamber.

XIX. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber, and shall be printed, and a copy delivered to each Member.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August, 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of the trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following Regulations:—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee

may take counsel's opinion, or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which disssent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A fee of Rupees Thirty shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows :— Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a laborious case, involving the taking of evidence and more than two sittings, the fees shall be fixed by the General Committee, and distributed in the proportions above indicated. Any extra expenses incurred shall be borne by the disputants.

RULES AND REGULATIONS

For the Measurement by Callipers upon Exports from Bombay of Cotton, Wool, Hemp, and other Pressed Bales.

I. CALLIPERS shall from time to time be submitted to the Secretary of the Chamber of Commerce, and, if found correct, shall be branded with a stamp bearing the name of the Chamber, to indicate the same.

II. If, from use or otherwise, any Calliper should get out of order and be objected to, the party objecting shall send the Callipers to the Chamber for examination, and should the objection be valid, the Chamber stamp shall be defaced by the Secretary. If, however, the objection is found to be groundless, the Secretary shall give a note to that effect, and the party objecting shall be bound by his decision.

III. Any Callipers found incorrect, and on which the stamp has been defaced, may be re-stamped after adjustment.

IV. No measurements shall be held good except such as are taken by Callipers bearing the Chamber's stamp.

V. Public Measurers shall be appointed under the authority of the Chamber of Commerce, and stationed at the different Bunders, to Measure pressed bales of Cotton, Wool, Hemp, and other merchandise.

VI. A Fee, the amount of which shall in no case exceed half an anna per bale, but which may be regulated by the Chamber from time to time in order to meet the expenses of the necessary establishment, shall be levied on all bales measured by the duly appointed Measurers.

VII. No bales shall be measured without the production of the Custom House Pass bearing the endorsement of the Measurement Fee Clerk, to the effect that the Fee has been paid.

VIII. The Measurers shall measure not less than five bales in every hundred, ascertaining the length of the bale and the greatest width and depth over the lashings, and as near the centre of the bale as possible, but not over the knots.

IX. The Measurer shall give a Certificate of Measurement, which must accompany the bales to the ship or steamer, and shall furnish the Shipper with a copy thereof. This Certificate, which shall be retained by the ship, shall state—

The date and hour of measurement,	The name of the ship or steamer,
The number of the boat,	The number of bales,
The name of the tindal,	The marks of the bales,
The name of the shipper,	The measurement.

X. The Shipper shall, if required, in writing, give the Agent of the ship or steamer notice in writing, of the time when, and the name of the Bunder on which his bales will be measured, in order that the ship or steamer may be represented.

XI. The bales shall be alongside the ship or steamer within 36 hours after measurement, weather permitting, or the certificate shall be void, and the bales shall be re-measured on board, written notice, however, in such case being given to the shipper, so that he may have the option of attending.

XII. The salaries of the Measurers, and all other expenses connected with this scheme of measurement, shall be paid by the Chamber from the Fee Fund raised under these Rules.

XIII. All matters pertaining to the measurement of Cotton, as defined above, including the appointment of the Measurers, the fixing of their salaries, the payment of the same, and the doing of all things necessary for a proper and economical working of the scheme, shall be placed in charge of the General Committee of the Chamber.

XIV. No refund of Measurement Fees shall be allowed for sums under one Rupee.

XV. No claim for refund shall be allowed, unless presented within one month from the date of vessel's departure.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Chamber of Commerce, and adopted at the General Meetings held on the 9th August, and the 31st of October, 1876.

IMPORT, EXPORT, AND GENERAL BUSINESS.

	Per Cent.
1. On effecting insurance	½
2. On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	2½
3. On the sale or purchase of goods of all denominations (except as under)	5
4. On purchases of all kinds with the proceeds of goods sold, and on which a commission of 5 per cent. has been previously charged	2½
5. On the sale or purchase of ships, houses, and lands, of opium, and of diamonds, pearls, and jewellery of all descriptions ...	2½
6. On the sale or purchase of treasure or bullion	1
7. On the sale or purchase of cattle	5½
8. On goods consigned which are disposed of by outcry or sent to a shop, on net proceeds	5
9. On goods consigned and afterwards withdrawn, invoice cost ...	2½
10. On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	2½
11. On attending the delivery of contract goods to the Government or individuals...	2½
12. On collecting house rent	2½
13. On sale or purchase of private Bills of Exchange	1
14. On effecting remittances by Bills of Exchange	1
15. On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government paper from one constituent to another	½
16. On surrendering or depositing in the Treasury Government Securities of all descriptions	½
17. On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent	2
18. On debts when a process at law by arbitration is necessary ...	2½
19. On debts when recovered by such means	5
20. On managing the affairs of the estate for an executor or administrator	5
21. On recovering funds from a bankrupt estate	2½
22. On guaranteeing bills, bonds, or debts in general, by endorsement or otherwise	2½
23. On bills of exchange returned noted or protested	1
24. On granting and cashing letters of credit	2½
25. On becoming security to Government or public bodies in any case	2½
26. On depositing Government paper as security for constituents..	1
27. On receipt or payment, at the option of the Agent, of all moneys not arising from proceeds of goods on which commission has been previously charged	1
28. In cases where the debtor side of the account exceeds the creditor side, including the balance of interest, commission to be charged at the rate of	1

NATIVE CONSIGNMENTS. Per Cent.

29. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

30. On procuring freight... 5

"When the freight is payable in sterling, the commission shall be calculated on the sterling amount at the following rates for Bank Bills, viz., at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."

Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.

31. On collecting freight 2½
32. On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party 5
33. On shipping goods of every description on which no commission for the purchase has been charged 2½
34. On shipping treasure, bullion, and jewellery 1
35. On ship's disbursements when in funds 1
36. On ship's disbursements when not in funds 2½
37. On account of passage-money, whether the same passes through the Agent's hands or not 5
38. For executing orders to Charter or engage Tonnage in Bombay or at outports 2½
39. On realizing Bottomry Bonds or negotiating any loan on *respondentia* 2½
40. On landing and re-shipping goods from any vessel in distress, stranded, or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold ... 2½
If Opium, Indigo, Raw Silk or Silk Goods 1½
If Treasure, Precious Stones, or Jewellery ... ... ½
41. On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo 5
42. On ships leaving the Port in ballast which have been consigned inward, 6 annas per ton upon the English net registered tonnage.
43. On steamers leaving the Port in ballast which have been consigned inward, 8 annas per ton upon the English net registered tonnage.
44. On Ships leaving the Port in ballast which have been consigned inwards and outwards, 12 annas per ton upon the English net registered tonnage.
45. On steamers leaving the Port in ballast, which have been consigned inward and outward, Re. 1 per ton upon the English net registered tonnage.

Note applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 30 of the General Rates of Commission which fixes the rate "on procuring freight."

SHIP FREIGHT INWARDS TO BOMBAY.

PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March, 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August, 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January, 1877, from which date payment will be regulated in conformity with the following Resolution :—

46. "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY.

PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber on the 31st October, 1876 :—

47. "That difference of freight, outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation on the shipping order or charter-party to the contrary), shall be converted into Indian currency at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week : 4½ per cent. as customary in the case of sailing ships and 2¼ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

TONNAGE SCALE AT BOMBAY.

STEAMERS.

AT the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October, 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously :—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary" :—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the nett weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October, 1872.

SHIPS.

AT a General Meeting of merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June, 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell, Mitchell & Co., and unanimously carried :—"That from and after the 1st of January, 1857, the following amended Scale be taken to regulate the Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary" :—

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co., and carried unanimously :—"That the Freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously :—"That when Freight is payable on weight, the same is to be on the Nett Weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

AT the Annual General Meeting of the Bombay Chamber of Commerce held on the 31st of October, 1878, the following Resolution was carried unanimously :—

"That the Sub-Committee be authorised to examine and report to the Chamber at a General Meeting on the Steam Tonnage Scale, with

eference to Wheat, Oil-seeds and Oil, as well as to add such articles of xport as are not at present included in the list."

ARTICLES.	STEAMERS	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 ,,
Annato, in cases	40 feet.	50 feet.
Apparel	do.	50 ,,
Arrowroot, in cases	do.	50 ,,
Assafœtida, in cases	do.	50 ,,
Barilla	16 cwt.	20 cwt.
Bees' Wax, in cases	40 feet.	50 feet.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Books	40 feet.	50 feet.
Borax, in cases	do.	50 ,,
Do. in bags	16 cwt.	20 cwt.
Bullion	per cent.	per cent.
Camphor, in cases	40 feet.	50 feet.
Canes, Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula, and Buds	do.	50 ,,
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars	do.	50 ,,
Cinnamon, in bales	...	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	do.	50 ,,
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	...	20 ,,
Cocoa, in bags	10 cwt.	12 ,,
Coculus Indicus, in bags	13 do.	16 ,,
Coffee, in cases	40 feet.	50 feet.
Do. in bags or frazils	12 cwt.	16 cwt.
Coir, in bales	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet.	8 ,,
Colocynth, in cases	do.	50 feet.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robins	8 do.	12 ,,
Do. in bags	...	12 ,,
Coral, Rough (not specimen), in bags	16 do.	20 ,,
Cotton, in bales	40 feet.	50 feet.
Cowries, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 do.	12 ,,
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed	13 cwt.	16 cwt.
Dates, wet	16 do.	20 ,,
Do. dry	13 do.	16 ,,
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	do.	50 ,,
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 do.	20 ,,
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Galls, in bags	13 cwt.	16 cwt.
Do. in cases	40 feet.	50 feet.
Ginger, dry, in cases	do.	50 ,,
Do. in bags	10 cwt.	12 cwt.
Gram	15 do.	20 ,,
Groundnuts, shelled	13 do.	16 ,,
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags	13 cwt.	16 cwt.
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	do.	50 ,,
Do. loose or in bundles	5 cwt.	7 cwt.
Hides and Skins, in screwed bales ...	40 feet.	50 feet.
Do. loose and in small bundles.	do.	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 ,,
Do. Deer, loose	6 do.	8 ,,
Horn Tips, of any kind	13 do.	16 ,,
Indigo, in cases	40 feet.	50 feet.
Jackwood	do.	50 ,,
Lac Dye, in shells or cases	do.	50 ,,
Linseed, in bags	16 cwt.	18 cwt.
Mace, in cases	40 feet.	50 feet.
Mother-o'-Pearl, in cases	do.	50 ,,
Do. in bags	16 cwt.	20 cwt.
Munjeet or Madder Root, in cases or bales...	40 feet.	50 feet.
Do. in bundles or bags...	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Myrabolams, in bags	13 cwt.	16 cwt.
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	do.	50 ,,
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	210 Im. gals.
Oil-seeds—Teel, Rape, Mustard, Gingelly, and Castor	14 cwt.	17 cwt.
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 do.	16 ,,
Pimento	12 do.	14 ,,
Plumbago, in bags	16 do.	20 ,,
Rattans, in bundles	13 do.	16 ,,
Do. Ground	13 do.	16 ,,
Red Wood	do.	16 ,,
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags...	16 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	do.	50 ,,
Do. in bags	8 cwt.	10 cwt.
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	do.	50 ,,
Do. in bags...	15 cwt.	18 cwt.
Saltpetre	16 do.	20 ,,
Sandal and Sapan Wood	11 do.	16 ,,
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, Rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 do.	10 ,,
Do. in cases	40 feet.	50 feet.
Soap, in cases	do.	50 ,,
Sugar, in bags	16 cwt.	20 cwt.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Talc	16 cwt.	20cwt.
Tallow	40 feet.	50 feet
Tamarinds	15 cwt.	18 cwt.
Tea, in chests...	40 feet.	50 feet.
Timber, Teak : Square Planks and Poon	do.	50 ,,
,, Do. Round, one-fifth off. ..	...	...
Tobacco, in bales	40 feet.	50 ,,
Tortoise Shells, in chests	do.	50 ,,
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 do.	20 ,,
Unrated Wood	11 do.	14 ,,
Whanghees (*vide* Canes)	13 do.	16 ,,
Wheat	16 do.	20 ,,
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	do.	50 ,,
Wool, in screwed bales...	do.	50 feet.
Zedory	16 cwt.	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

SCALE OF LANDING CHARGES,

CHARGEABLE TO CONSIGNEES FOR THE LANDING OF GOODS.

Sanctioned by the Bombay Chamber of Commerce, at the Annual General Meeting of the Members held of the 30th on October, 1877.

[These rates are understood to be maximum rates and to cover landing, cranage, and delivery on the Bunder, but not Bunder Fee.]

ARTICLES.	How Charged.	Rs.	a.	p.
Almonds	Bag.	0	1	0
Alum	Ton.	1	4	0
Arrowroot	In moras of 1½ cwt.	0	2	0
Do.	In cases of 1 cwt.	0	2	0
Asphalte	Ton.	1	4	0
Assafœtida	Bag.	0	6	0
Beer and Porter	Hogshead.	0	8	0
Beads	Case.	0	5	0
Boilers	...	Special.		
Books	Ordinary Case.	0	5	0
Boots	Case.	0	5	0
Borax	Do.	0	5	0
Brassware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Brass Leaves	Case.	0	2	0
Bricks, Fire	Ton.	1	4	0
Bullion...	...	Special.		
Camphor	Case.	0	4	0
Do.	Tub.	0	1	6
Candles	Cwt.	0	3	0
Canvas...	Bale.	0	5	0
Cardamoms	Bag.	0	2	0
Do....	In cases of 2 cwt.	0	6	0
Carpets	Package.	0	7	0
Carriages	Each.	8	0	0
Cashewnuts	Bag.	0	2	0
Cassia	Case.	0	3	0
Cement	Ton.	1	12	0
Chalk	Do.	1	4	0
Chillies	Bag.	0	1	0
Cheroots	In cases of 10,000	0	8	0
Clay, China, or Fire	Ton.	1	12	0
Cloves	Bag not exceeding 1½ cwt.	0	1	3
Cochineal	Case.	0	5	0
Cocoanuts	Bundle.	0	2	0
Coal (on the South of the P. & O. Co.'s Dock)	Ton.	0	12	0
Do. (on the North of the P. & O. Co.'s Dock)...	Do.	1	0	0
Coffee (in Bags)	Do.	1	8	0
Coir	In bundles of cwt.	0	1	0

ARTICLES.	How Charged.	Rs.	a.	p.
Copper and Yellow Metal (in Cases)...	Ton.	1	12	0
Do. do. (in Cakes or Slabs)	Do.	1	6	0
Copra	Bag.	0	1	0
Do.	Robbin.	0	2	0
Copperas or Sulphate of Copper ...	Ton.	1	12	0
Cotton, Full-pressed Bales... ...	Bale.	0	5	0
Do. (Unpressed) in Docras and Half-pressed Bales	Cwt.	0	1	6
Crackers	Case.	0	4	0
Crockery	Cask or Crate.	1	0	0
Dates, dry (in Mats or Bags) ...	Cwt.	0	1	0
Do. wet (do. do.) ...	Do.	0	1	0
Drugs	Bag or Case.	0	5	0
Fishmaws and Sharkfins	Bag.	0	4	0
Flax	Bale.	0	5	0
Flour	Ton.	1	12	0
Fruits, dried (in Bags, &c.)... ...	Cwt.	0	1	0
Ghee	Dubber.	0	4	0
Ginger, dried	Case or Bag.	0	3	0
Glass, Window	Case.	0	2	0
Grain of all sorts	Bag.	0	1	0
Groundnuts	Do.	0	1	0
Gums (in Bags)	Cwt.	0	1	0
Gunny Bags	Bale.	0	6	0
Do. Bundles (Bundle of 50) ...	Bundle.	0	1	0
Haberdashery and Millinery ...	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Hardware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Hides (in pressed Bales)	Cwt.	0	1	0
Indigo	Case.	0	6	0
Ironmongery (with cranage) ...	Ton.	1	12	0
Do. (without do.) ...	Do.	1	4	0
Iron (Loose and in Bundles) ...	Do.	1	4	0
Do. Pig	Do.	1	0	0
Jaghery	Bag.	0	1	0
Jute	Bale.	0	5	0
Lashings	Do.	0	5	0
Lead Sheets	Ton.	1	12	0
Mace	Case.	0	3	0
Machinery (weight or measurement as per Bill of Lading)	In pieces under a ton, per ton.	1	12	0
Marble Slabs	Do.	2	0	0
Matches	Case.	0	5	0
Mats of sorts	Cwt.	0	1	0
Medicine	Case.	0	5	0
Millinery and Haberdashery ...	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Nuts of sorts (in Bags)	Cwt.	0	1	0
Nutmegs (in Bags or Cases) ...	Do.	0	1	0
Oils (in Casks)	Ton.	2	0	0
Oil (Kerosine)	Case.	0	1	0
Oilmanstores	Large Case.	0	3	0
Do.	Small do.	0	1	0
Paper	Bale or Case.	0	5	0
Do. China	Do.	0	3	0
Paint (in Oil)	Ton.	2	8	0
Pepper (in Bags)	Cwt.	0	1	0
Pianos	Each.	5	0	0
Piece Goods from Europe	Bale or Case.	0	5	0

ARTICLES.	How Charged.	Rs.	a.	p.
Porter and Beer	Hogshead.	0	8	0
Quicksilver	Bottle.	0	3	0
Read Lead	Ton.	1	12	0
Rice	Bag not exceeding 1½ cwt.	0	1	0
Rope (with cranage)	Ton.	2	0	0
Do. (without do.)	Do.	1	8	0
Saffron	Case.	0	5	0
Safflower	Bag.	0	2	0
Saltpetre (in Bags)	Cwt.	0	1	0
Seeds, in Bags	Cwt.	0	1	0
Sharkfins and Fishmaws	Bag.	0	4	0
Shells (Mother-o'-Pearl), in Bags ...	Cwt.	0	1	0
Shellac	Case.	0	4	0
Silk, China	Bale.	0	6	0
Do. Pieces	Case.	0	6	0
Skins, Goat (in Bales or Bundles) ...	Cwt.	0	1	0
Spelter	Ton.	1	4	0
Spices, in Bags or Cases	Cwt.	0	1	0
Spirits, Wine and Beer, per dozen Quarts or 2 dozen Pints	Dozen.	0	1	0
Stationery	Package.	0	5	0
Steel (in Kegs and Loose)	Ton.	1	4	0
Sugar	Bag not exceeding 1½ cwt.	0	1	3
Sulphur	Ton.	1	12	0
Tallow	Cask.	0	5	0
Tea	Half Chest.	0	1	0
Do.	Whole do.	0	2	0
Timber, Logs and Squares	Ton of 50 C. Feet.	1	4	0
Do. Scantings, Shingles, &c. ...	Do.	1	8	0
Tin Plates (in Boxes)	Ton.	1	4	0
Tobacco	Case.	0	4	0
Turmeric	Bag.	0	1	0
Tusks, Elephant	Bundle.	0	6	0
Do. do.	Piece.	0	2	0
Twist or Yarn	Bale.	0	5	0
Umbrellas	Case	0	5	0
Vermilion	Do.	0	4	0
Wine and other Liquors	Hogshead.	0	10	0
Do.	Quarter Cask.	0	5	0
Wool, Pressed	Bale.	0	5	0
Do. Unpressed	Bora.	0	8	0
Yellow Metal and Copper (in Cases).	Ton.	1	12	0
Do. do. do. (in Cakes & Slabs)	Do.	1	6	0

Bombay Port Trust.

Bye-laws for the Regulation and Management of the Wet Docks of the Bombay Port Trust, made under the provisions of Section 73 of Act VI. the "Bombay Port Trust Act" of 1879, and approved by the Government of Bombay under Section 74 of the same Act on the 17th day of December, 1879.

1. Before a vessel is brought into the Dock Channel, the Master shall furnish to the Dock Master, and will verify the correctness thereof by his signature, the full information required on the printed form attached (Appendix A), which will be suppplied on application, and on no account is a vessel to enter the Dock Channel until a permit has been obtained from the Dock Master on the form given in Appendix B. The entire responsibility for any accident whatever which may result from inaccurate or incorrect information having been furnished will, in addition to the prescribed penalty, devolve upon the Master or Owners of the vessel furnishing it.

2. Masters of vessels shall obey all directions of the Dock Officers in relation to the rotation and manner of navigating the Dock Channels and of coming into or going out of Dock, and shall not offer any obstruction to the opening or shutting of gates; and no person shall open or shut, or attempt to open or shut, any Dock Gate, Sluice or Valve,, nor any Swing Bridge, without the authority of the Dock Officers.

3. No vessels shall attempt to navigate under sail within the Dock Channel or entrances, but steam-power will be employed, and steam-vessels should have their engines in readiness and available for this purpose, supplemented by a Tug if required. In the event of efficient steam-power not being provided by the Master or Owners, or when necessary, the Dock Master is authorized to employ the Trustees' or other available Steam Tug for duties in connexion with vessels docking, undocking or navigating the Channel, and the Master or Owners of the vessels will be charged at a fixed rate for the use thereof.

4. Vessels on entering the Dock Channel shall have a boat with four men in attendance for running out lines to the Pier Heads for hauling into Dock, and shall have in readiness and supply for use such (steel wire or other) hawsers as may be required, also guy lines of at least 30 fathoms in length for each bow and quarter, and such other ropes, lines, and fenders, &c., as may be necessary to facilitate and to protect the vessel from injury whilst hauling into or out of Dock, and failing these being provided by the vessel, the same may be supplied by the Dock Master, and a fee of Rs. 30 shall be paid by the Master or Owners for the use thereof. In the latter case, although endeavours will be made to provide efficient ropes, hawsers, &c., for this purpose, the Trustees or their Officers will not be responsible for accidents resulting in damage to the vessel from their proving defective or inefficient, or from their breaking whilst in use.*

* NOTE.—The Trustees have subsequently resolved that check ropes and extra labour to be supplied free of charge, the fenders to be maintained by the Trustees.

5. Vessels shall have their lower yards peaked when hauling into or out of the Docks, or when navigating the Dock Channels or removing from one part of the Dock to another, or when lying therein, the spritsail yard or whiskers shall be fore and aft, and all other yards braced within the beam; the jib-boom is to be run in within three feet from the bowsprit cap; the flying jib-boom, studding sail booms, and irons (if any) are to be taken off; the main or mizen-boom and stern davits are to be rigged within the taffrail; the quarter davits and bumpkins rigged in within the beam of the vessel; and the flukes of the anchors are to be above water; and immediately after having been brought into Dock, the anchors shall be got in on the forecastle rail or deck, with the stocks placed in a perpendicular position close to the cat-head.

6. Masters or Owners shall employ and have in readiness a sufficient number of riggers, labourers, appliances, &c., on board and on shore for working vessels in, out of, and about the Channels, Entrances, and Docks; failing this being done, or whenever necessary, the Dock Officers may employ such number or quantity of either or all of them as may be necessary, at the risk and expense of the Master or Owners.

7. Masters or other persons in charge of vessels in the Harbour near the entrance to the Dock Channel, or in the fair way of the Channel, or near the Dock Entrances, shall remove the vessels when required to do so by the Dock Officers, and in the event of their failing to do so promptly, the removal may be effected under the orders of the Dock Officers; the expense in the latter case shall, in addition to the prescribed penalty, be paid by such Masters of vessels.

WITH RESPECT TO THE MANAGEMENT OF THE DOCKS AND QUAYS.

8. No vessel shall be entitled to a berth until one has been specially allotted at the Dock Master's Office.

9. All vessels while in Dock are in the charge of the Masters and Owners, and it is the duty of the Master, Officers and Crew to transport their respective vessels with their own warps and appliances under their own responsibility to or from any part of the Dock, but always under the direction of the Dock Master or his Assistants; and to see that all gangways are securely placed, and that all hatches are covered and secured to guard the safety of life and property at sunset, or when not in use, for which the Ship's Officers are alone responsible.

10. Masters and Owners of vessels shall obey the directions of, and shall offer no obstruction to Dock Officers as to the mooring, unmooring, moving or removing any vessel from one part of the Dock to another part; or in regulating the position, loading and discharging of such vessels, and the Quay space to be occupied by such vessels; and all expenses incurred by Dock Officers in carrying out this enactment shall, in addition to the prescribed penalty, be also paid by such Masters or Owners; but no vessel shall be removed from its berth without the consent of the Dock Master being obtained in writing as to the mode and time of removal.

11. All vessels in Dock shall be kept so loaded or ballasted as to allow of their being safely removed in the event of fire or other emergency arising.

12. Fair proportion of Quay space shall be appropriated to each

vessel, and in case of difference or dispute, it shall be determined by the Traffic Manager.

13. No Ballast, Baskets, Bottles, Oakum, Stones or other loose material shall be laid upon any Quay or Pier within three yards from the margin of the Dock or Harbour; and no ballast, ashes or other substance or rubbish shall be thrown or allowed to fall into the Dock Channels or Dock, or from any Pier or Quay.

WITH RESPECT TO THE LOADING AND UNLOADING OF CARGOES, AND THE TRANSPORT, DEPOSIT AND STORAGE OF GOODS ON THE QUAYS, WHARFS AND PREMISES OF THE DOCKS AND REMOVAL THEREFROM.

14. No person shall deposit on the Quays, in the Sheds, or in any unauthorized place within the Dock enclosure any Ashes, Bilge Water, Cinders, Dirt, Dung, Dust, Rubbish, Sewerage, Refuse or Shavings.

15. Masters of vessels loading or discharging Ashes, Ballast, Bricks, Cinders, Coals, Dust, Lime, Rubbish, Shingle, Stones, Tiles, or any other loose matter or thing, shall use for such purpose a canvas, cloth or wooden shoot, to the satisfaction of the Dock Master.

16. Vessels shall not be repaired in such manner as to allow any cotton or other loose material, or any chips, pieces of wood or other like material to fall into any Dock, Basin, or Entrance, or without having a canvas shoot or other safeguard so secured from the side as to prevent such cotton, &c., from so falling.

17. No stages, planks or poles provided by the Trustees for vessels loading or discharging shall be used without a written order from the Traffic Officer; and when the discharging or loading is completed, they shall be replaced on the Quay as the Traffic Officer may direct; and all loss or damage thereto shall be made good at the expense of parties using them. All stages, planks, or poles not provided by the Trustees after use in discharging or loading, shall be removed within two working hours from the Dock Quays.

18. No vessel shall commence discharging her cargo in the Dock until after she has been moored at a berth appointed for her discharge.

19. The Trustees will not take charge of or be responsible for any goods discharged from any vessel when the same is not properly berthed according to the Trustees' rules.

20. Masters of vessels about to discharge at the Dock shall not break bulk until a true copy of the Manifest or the Master's copies of the Bills of Lading have been deposited in the Traffic Office. The copies of the Bills of Lading shall be returned after discharge of the inward cargo.

21. Masters of vessels shall not refuse or neglect to produce any book, voucher or other document in connexion with the landing or shipping of cargo.

22. Masters of vessels shall be responsible for the proper slinging of cargo when discharging.

23. Packages of cargo shall be slung under the hatchway, and under no circumstances whatever shall cranes be employed in breaking out cargo or removing it from under the combings.

24. Masters of vessels will be responsible that single packages over 1½ tons in weight are not hoisted by the Dock cranes until the correct weight has been ascertained and a crane of sufficient power obtained.

25. When discharging iron Drainage Pipes or other goods which from their want of description or want of proper distinguishing marks there will be difficulty in delivering correctly to consignees, the Master of the vessel shall separate before landing, or in the course of landing, the various marks and consignments, failing which the Trustees will either refuse to receive the goods or will charge the cost of sorting.

26. Nitro-glycerine, Petroleum, Naphtha, Dynamite, Gunpowder, and other dangerous explosive substances will not be admitted into the Dock, and any vessel having such explosives on board must discharge them before entry into the Dock.

27. No dangerous explosive substances will be permitted to be brought on the Dock premises, and the Trustees may remove such goods at the risk and expense of the owner.

28. Masters of vessels shall furnish special notice to the Shed Officers before attempting to land any other packages containing articles or goods liable to ignition or explosion, or which are otherwise dangerous.

29. Acids, Aquafortis, Oil of Vitriol, Lucifer Matches, or other goods of a dangerous nature shall not be placed on any Quay unless distinctly marked as such outside the package, and even then not without obtaining the written permission of the Traffic Officers, and in the event of such goods having been so placed by authority, they shall be removed from the Quays or vessels within two hours after notice from the Traffic Officers, and if not so removed, the Traffic Officers may remove them at the cost of the Owner, and such goods, if allowed to remain within the Dock premises, must be watched continuously by or at the expense of the Owners of such goods or the Master of the vessel; and failing this being done, the Traffic Officers may cause the same to be watched at the Owner's expense.

30. No timber shall be discharged into the Docks without the consent of the Dock Master, and if so discharged by consent, shall be removed within twenty-four hours afterwards; and any timber laid on any Quay or other place, shall not be permitted to remain beyond the time allowed by the Traffic Officers.

31. Goods landed at the Dock shall only be delivered on production of the Bills of Lading, accompanied by a delivery order from the Master or Agents of the vessel.

32. Every Bill of Lading shall be specially endorsed, so as to clearly designate the party to whose order the contents are to be delivered.

33. In all cases of informality in Bills of Lading from want of endorsement, &c., application must be made by letter showing the circumstances and enclosing any documents which will show the title to the goods; in every such case the applicant must engage to indemnify the Trustees by bond or otherwise, as may be directed.

34. When Bills of Lading are produced which are at variance with the Manifest as to the original Consignee, delivery may be refused until the discrepancy is explained to the satisfaction of the Traffic Manager.

35. Consignees applying for delivery of goods shall fill up a form in duplicate, showing the quantities and weights or measurements, but not the Wharfage or Landing charges payable thereon. This form, accompanied by the Custom House Bill of Entry, shall be presented at the Traffic Office, where the charges will be received and a receipt granted. The receipt, accompanied by the Bill of Lading and the Delivery Order from the Master or Agents of the vessel, shall then be handed to the Shed Officer, who will examine the documents, and on being satisfied that they are in order and on being furnished with an acknowledgment for the goods, will grant delivery and authorize the Gatekeeper to pass the said goods.

36. No person shall remove from the Wharves or Sheds, any goods other than those covered by the Custom Bill of Entry and the Port Trust Wharfage Receipt.

37. No Delivery Order can be received until the manifest of the cargo, duly certified by the Captain, has been deposited in the Traffic Office.

38. Permission to Consignees from the Collector of Customs to open packages shall be countersigned by the Traffic Officer, and the opening of such packages without their condition being questioned shall be considered as delivery by the Trustees, and no claim for damage subsequently discovered will be admitted.

39. Packages which have been opened for appraisement, or by order of the Collector of Customs, shall lie at the risk of the Owner, Consignee, or Agent.

40. Goods taken delivery of but not removed from the Dock enclosure, shall lie at the risk of the Owner or Consignee.

41. The responsibility of the Trustees for the condition or safe keeping of goods imported into or exported from the Docks, does not commence until such goods have been received charge of by the Traffic Officers ; and the Trustees will not be answerable or liable for deficiencies of merchandise produced by natural or unavoidable causes, nor for any losses or deficiencies whatever unless ascertained and pointed out to the Traffic Officers previous to the goods being removed from the Dock premises.

42. Packages containing Bullion, Specie, Precious Stones, Gold Dust, Jewellery, or other property of considerable value, whether cargo or private property, must be delivered to the Consignees by the Master or Owners of vessels under their own responsibility, unless, under special circumstances, they may be desirous of placing the same in charge of the Traffic Manager ; in which case it must be separately noted in the Manifest or List of Cargo handed in, and specially handed over to the Traffic Manager himself, and a distinct receipt obtained from him for them, and a special rate will be charged for the storage thereof.

43. In case delivery of goods is made over the vessel's side into

boats, the Master must take such steps as he may think necessary to protect his Owners in respect to their freight.

44. Goods landed and placed in the custody of the Trustees will be detained for freight on due notice being given in writing by the Owner, Master, or person interested therein, but goods *delivered into craft or floated in the Dock to be removed elsewhere*, cannot be detained. Goods under stop for freight will not be delivered nor warrants granted until the stop has been removed, or the amount claimed for freight deposited with the Trustees.

45. No stop for freight can be received after the goods have been transferred or a warrant granted.

46. The Trustees are not responsible for detention or delay of vessels, barges, lighters or other craft coming in, remaining in, or going out of Dock, or for detention or delay in the discharge of vessels, or in the progress of barges to or from the Dock owing to a glut of vessels or goods, or for a stoppage in the delivery of goods from the ike cause.

47. No person, unless duly permitted by the Traffic Manager or Dock Master, shall take inside the Dock premises Carpenter's tools or other instruments used for opening cases, and no Cooper shall be allowed to work in the sheds without a license from the Traffic Manager.

48. No Stevedores or Muccadums will be allowed to work cargo on board any vessel in the Dock, but such as are licensed under the authority of the Trustees.

49. Goods for shipment will not be put on board unless the Customs export note, the Trustees' Receipt for Wharfage and Shipping Charges, and the Shipping Order are produced.

50. Goods shall not be laid on any Quay before the ship is ready to receive them, nor within four feet of any tramway, cartway or footway at any time, nor under any shed, so as to prevent the free working of the gates.

51. Owners, Masters, Bargemen, and others are liable for damage done by their vessels, craft or servants to works or property of the Trustees, and vessels may be detained until security has been given for the amount of damage done.

52. Every Barge or Cargo Boat remaining in the Dock more than 12 hours after having received or discharged her cargo, will be subjected to a charge as under for every day or part of a day while she shall so remain :—

		Rs.	a.
Cargo Boat or Barge up to 15 tons	.....	0	8
Do.	above 15 and up to 25 tons.....	0	12
Do.	above 25 tons	1	0

53. The admission of carts within the Dock premises, and their control when on the premises, will rest with the Traffic Officers.

54. All the Quays, Sheds, Gates, and the land within the Dock fence will be in charge of the Traffic Manager, who will manage all operations connected with the landing and shipping of goods, storage in the sheds and in the open, proper custody of all goods within the

enclosure, exclusion of improper characters, and take whatever steps may be necessary for the proper maintenance of order on the premises.

55. The gates and wickets of the Dock premises will be kept open at hours fixed by the Trustees, and ingress and egress at unauthorized hours will only be allowed to persons holding passes signed by the Traffic Manager or other officer authorized by him, or by the Dock Master.

56. Only the crews of vessels in Dock, and labourers or other persons in the service of the Trustees, or those who hold pass tickets or orders granted by the Dock Master or Traffic Manager, shall be employed in the loading or unloading of vessels, or in any other work or labour to be performed, whether on board vessels or lighters, or on shore within the Dock premises.

57. Articles shall not be drawn over the Dock Bridge except upon wheel carriages, and they shall not be allowed to trail or drag upon the Bridge. No vehicle shall be permitted on the Bridge which with its load exceeds ten tons in weight, or has more than a concentrated load of five tons on two wheels equally distributed.

58. Working hours at the Dock shall be from sunrise to sunset except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any Fast or Thanksgiving days ordered by Government, or on any special occasions ordered by the Trustees.

59. Application to work at night or on Sundays or on holidays will be made to the Traffic Manager, who, on production of the necessary permission from the Customs Department, will order all the necessary arrangements for the proper conduct of business. Such work will be charged the extra rates fixed by the Trustees.

60. The Dock Master will not take any vessel out of Dock unless the Master produces a receipt showing Dock Dues to have been paid, and that no claims stand against the vessel.

WITH RESPECT TO THE PIERS, WHARFS, QUAYS, DOCK PREMISES AND CHANNELS AND THE VESSELS AND OFFICERS AND CREWS THEREOF WHILST USING THEM.

61. The Crews of vessels in Dock will only be permitted to enter or leave the Dock after the hour of closing by means of a Pass, signed by the Commander or Officer in charge, and countersigned by the Dock Master or his Assistant.

62. Any anchor dropped in or near the Dock Channel, or entrance of the Dock shall be buoyed, and in no case shall it be left there for longer than one tide.

63. Any person who shall cut, deface or injure any mooring, rope, chain or any buoy, buoy-rope, or cable belonging to any anchor within the Channels, Entrances, or Docks shall, in addition to the prescribed penalty, be required to pay the amount of damage, repair, and recovery.

64. All the ship's water-closets and latrines must be thoroughly cleansed and securely fastened up before the vessel enters the Dock, and no use whatever shall be made of them during

the vessel's stay in Dock. Latrines and Urinals will be provided on the Dock premises, and Commodes will be supplied for the Masters of ships.

65. Whilst a vessel is in Dock, the Master or some other responsible officer must always be on board in charge, and must superintend and assist in carrying out all duties in connection with the vessel or its cargo.

66. Whilst in Dock every vessel shall have a ship-keeper on deck two hours before and one hour after high water, and such ship-keeper shall carefully attend to the moorings of the vessel and the sufficiency thereof, and cause them to be slackened or hove in from time to time as necessary on rise or fall of water; and failing to do so, the Master or Owner shall be responsible for all damage from neglect.

67. Ship's Engines shall not be worked for trial in the Dock without due notice being given to and permission obtained in writing from the Dock Master. Masters and Owners, in addition to the prescribed penalty, will be held responsible for any damage that may result from the working of their ship's Engines.

68. Projections from the deck of any vessel which interfere with another vessel loading or discharging shall be removed on requisition by the Dock Master.

69. The Master shall not permit the lines or ropes of any vessel in the Dock to be made fast to the Lamp Posts on the Wharfs or Quays, or to the Pillars of any shed, nor to any other place than the Samson posts, bollards, mooring posts, cleats, ringbolts, or other appliances specially provided for the purpose.

70. No Pitch, Resin, Tallow, or other inflammable materials shall on any account be melted on board ship, or in boats, or on the Quays, except in such manner and in such places as shall be pointed out by the Dock Master, or the Traffic Officer, nor shall any Pitch, Tar, Oil, Flax, Oakum, Straw, Shavings, or other inflammable or combustible article be allowed to remain on the deck of any vessel, nor in boats nor on the Quays.

71. All Boats, Barges, &c., within the Dock are at the risk of their Owners, who will be held responsible for any damage which may occur whilst navigating them, or by their getting adrift.

72. No fender that will not float shall be used over the side of any vessel. Sails shall be furled before sunset.

73. Bells are not to be struck to denote the hour on board ships in Dock.

74. No vicious or dangerous animals, and no loaded gun or other fire-arm, shall be kept on board any vessel in Dock.

75. Masters of vessels shall be answerable for the acts of their crew or persons employed about such vessels.

76. The Port Officer is empowered to order the immediate removal from the Dock of ships having on board animal manures or other offensive or dangerous cargoes or persons with infectious diseases.

77. No person shall molest, assault, resist, hinder, obstruct, impede or interrupt, or offer or attempt to molest, assault, resist, hinder, obstruct, impede or interrupt any employé of the Trust in the execution

of his duty, or disobey his lawful orders, or use abusive or offensive language, or aid or incite others to do so.

WITH RESPECT TO FIRES AND LIGHTS.

78 Smoking and the use of any unprotected fire or light in any shed or warehouse within the Dock enclosure, is strictly prohibited.

79. No person shall smoke Tobacco or other substance, or ignite Lucifer Matches, or other inflammable articles, on any Pier or Quay, or on board any vessel within the Dock, except in such places as may be allotted for the purpose.

80. Fires of coal, charcoal or coke may be used in the cabins, deck-houses, forecastles, and cabooses of vessels in Dock between 5 o'clock A.M. and 9 o'clock P. M., subject to being prohibited (on any abuse) by the Port Officer.

81. Fires for donkey engines, steam winches, and portable forges are also permitted during working hours, and for ship's Engines for a reasonable period (say 3 hours) before a ship leaves, and (say 2 hours) after a vessel is berthed in the Dock.

82. All lights, whether oil lamps or candles, used on board vessels in Dock except as mentioned in clause 83, shall be in globes or secured lanterns.

83. Naked lights may be used only in the Engines and Boilers of vessels whilst under inspection and repair, or in duties connected therewith.

84. While any fire or light is lighted, at least one person on board is to be specially charged with the care thereof; and no fire or light is to be left or used in so rash, careless or negligent a manner as to risk or endanger the safety of or to ignite any goods, property or vessel in the Docks, or on the Dock premises.

85. All applications for special permission to use fires at any other than the prescribed hours, shall be made in writing to the Dock Master before 5 o'clock P.M., and shall specify the circumstances under which the request is made; if granted, the application, after having been endorsed by the Dock Master, is to be retained on board by the person charged with the care of the fire, and is to be exhibited by him to the Dock and Police officials, whenever demanded, and is to be returned to the Dock Master by 10 o'clock A.M. on the following day.

86. Vessels in Dock and all parts thereof shall be held or made free and accessible to the Dock and Police officials for their inspection in regard to fires and lights whenever they demand it, and no person shall disobey any order of any Police Officer or Watchman for extinguishing any fire or light used in contravention of these Bye-laws.

PENALTIES.

87. Any person convicted of having committed a breach of any of the foregoing Bye-laws, shall be liable to a penalty not exceeding (100) One Hundred Rupees. (*Section 75 of Act VI. of* 1879.)

(APPENDIX A.)

To

The DOCK MASTER
of the PRINCE'S DOCK,
Bombay.

Sir,

I have the honour to request that the undermentioned Vessel, of which I am Master, may be received into Dock on the———or as soon as practicable.

Name of Ship or Steamer———
Do. of Owners———
Description of Cargo———
Gross Register Tonnage———
Net do. do. ———
Exact present draft of water to inches———
Deep load do. do. ———
Ballast do. do. ———
Extreme length of vessel over all including Bowsprit if any———
Do. breadth do. do. do. ———
Has *not** Steam Appliances for Warping, &c.
Has *not** engaged a Steam Tug.
I hereby certify that the above information is correct.

BOMBAY HARBOUR, } *Master of the*
———1879. } S.S.———

* These negatives may be erased if necessary.

(APPENDIX B.)

PRINCE'S DOCK OFFICE,

Permit.

Bombay,———188 .

The S. S.———will be received into Dock at about———M. on the———188 , and should be brought into the Dock Channel under the directions of——— not later than———M., and will be placed alongside the——— Quay or Wharf at No.——— berth.

Dock Master.

TO THE COMMANDER OF THE S.S.———

BOMBAY PORT TRUST.

RULES FOR THE TRANSPORT AND STORAGE OF MERCHANTS' GUNPOWDER AND OTHER EXPLOSIVES.

Rules made by His Excellency the Right Honourable the Governor of Bombay in Council under Act XII. of 1875.

(Notification No. 28 published for general information in *Government Gazette*, dated 24th June, 1880.)

1. No vessel having gunpowder or other explosives in excess of 100 lbs. weight on board shall come nearer to the shipping or to the Town of Bombay than one mile eastward of the Middle Ground Battery until the excess quantity has been discharged and deposited in the Magazine at Siwri, and no vessel shall take on board such excess quantity within the above local limit.

2. As a general rule, in landing and depositing or taking on board such excess quantity, no combustible stores shall be conveyed in the same hoy with powder and ammunition. In special cases, however, where combustible stores of an exceptionally safe description are forwarded with proper precaution as to their stowage and security, this restriction may be omitted.

3. When receiving or delivering such gunpowder, ammunition, &c., the master of any vessel is to see that the platform in the vessel's hold, the gangways and combings of the hatchways are covered with tanned hides, or other suitable paddings, and that the barrels or boxes are carefully stowed, the hatches properly secured and locked, and that the key remains in his own possession.

4. A cushion (stuffed with white oakum) covered with leather is to be used for landing all such powder barrels or cases upon, whether in the hold of the vessel or on the wharf, when loading or discharging powder.

5. In stowing such powder in the hold of the vessel, the barrels are to be carried, and on no account to be rolled over each other, unless tanned hides are laid down for the purpose of protection.

6. After the vessel has been discharged, the hides, hair cloths, &c., are to be removed, and the hold carefully cleaned out.

7. When such gunpowder or ammunition is being shipped on board, or being discharged from any vessel within the limits of the port, neither fires, lights, nor smoking are under any circumstances to be permitted on board. Such shipment or discharge is only to be permitted between sunrise and an hour before sunset, and a red flag is to be displayed during shipment or discharge, from the highest foremasthead.

8. Every such vessel as last aforesaid when at anchor at night in the roadstead or in the track of shipping is to show a masthead light, and every such vessel when under weigh at night is to show side lights, according to the Admiralty Regulations.

9. Barges, lighters, and vessels carrying such gunpowder or other

explosives shall not when at anchor lie closer to Bombay than one mile from the Middle Ground Battery nor within half a mile of any of the shipping.

10. When any vessel has such gunpowder, ammunition, or combustible stores on board, a red flag is to be hoisted at the masthead and kept flying until the cargo is discharged. The master and all the crew are to remain on board until the explosive stores are discharged, unless it be necessary to procure water or provisions, in which case notice is to be given to the control officer, but the vessel is not to be left without either the master or a petty officer on board.

11. Smoking and carrying lucifer matches on board lighters for conveying such gunpowder are strictly prohibited.

12. No fire is to be allowed in the vessels, barges, or boats having on board or receiving such gunpowder.

13. Vessels, barges, and boats having or taking on board such gunpowder are to be kept scrupulously clean, and free from loose gunpowder.

14. In shipping or unshipping such ammunition or gunpowder, tanned hides or wadmiltilts are to be laid over that portion of the vessel over which the cases or barrels pass.

15. All boats laden with such gunpowder or other explosives are to remain at anchor one mile eastward of the Middle Ground Battery, or, in bad weather, half a mile eastward of the shipping off Cross Island, until orders are received to land it.

16. Only deck-boats with closed-in hatches under lock and key (the latter to remain in the charge of the Police or other official superintending the discharge of the gunpowder or ammunition) are to be used for the conveyance of such gunpowder or other explosives, and they are to have the word "explosives" in white letters a foot long painted on a black ground on each side above the water line, and a red flag is to be kept hoisted during the time any such ammunition, gunpowder, or explosives is or are on board.

17. The consignee, agent, or other persons concerned shall give written notice (forty-eight hours before the expected arrival of any such gunpowder or other explosives) to the Port Officer, and to the Superintendent, Water Police, and the latter shall depute a special officer to remain in charge of such gunpowder or other explosive until the same has been deposited in the Magazine.

18. No percussion caps, fuzes, or other priming by which gunpowder or other explosives may be exploded, shall be carried in a boat having such gunpowder or other explosives on board.

19. Every person committing a breach of any of the above rules will be liable to fine under the provisions of Section 42 of Act XII. of 1875.

By order of His Excellency the Right
Honourable the Governor in Council,

M. W. WILLOUGHBY, Colonel,
Acting Secretary to Government.

Bye-laws made by the Trustees of the Port of Bombay, under Section 73 of Bombay Act VI. of 1879, for the safe and convenient use of the Magazine at Siwri for the storage of Gunpowder and other Explosives.

1. The premises on which gunpowder is stored are to be watched by a special officer and guard by day and night.

2. The control officer in charge is occasionally to inspect the watchmen to see that they are on the alert and doing their duty.

3. The watchmen are not to permit any persons but such as are employed in the service of the department to enter the magazine or enclosures. All the outer gates are to be kept shut, and no labourer or other person is to be allowed to pass during the working hours without leave from the control officer in charge.

4. The watchmen are not to allow any smoking or fire near the magazine, nor to suffer any person to come within the outer gates who has the least appearance of intoxication. They are immediately to secure any one guilty of any of these offences, and report the circumstances to the control officer in charge.

5. Any person in the employ of the department who may be detected smoking on any part of the gunpowder magazine, or bringing lucifer matches into the premises, will be immediately dismissed and prosecuted according to law.

6. The control officer in charge is not to absent himself for a night from the Magazine without authority.

7. The control officer is to superintend all operations which are being carried on by the labourers and others under his orders, and to see that all the duties are properly conducted.

8. On no occasion are strangers to have access to the Magazine without the attendance of the control officer, who shall take care that all persons entering have attended to the necessary precautions, and that they have no articles of a combustible nature in their possession.

9. The control officer is to keep a regular daily entry of all receipts and issues, and make the necessary alterations in the tally-boards attached to the bags in the Magazine.

10. The several persons whose duty obliges them to go into the Magazine shall invariably exchange their shoes for Magazine slippers before they enter, or else enter without shoes. Care will be taken to provide a sufficient supply of either over-boots, goloshes or slippers of suitable sizes fitted with straps and brass buckles to fasten over the instep, so as to prevent sliding or shuffling along the floors or platforms.

11. When there is an outer wall to the Magazine, the door in it, on any person entering, is to be shut before that of the Magazine is opened; and the inner door of the Magazine is to be shut before the outer one is opened on his going out.

12. The floors of the Magazine, shifting room, and passages, when not of wood, are to be covered with tarpaulins prior to removal of powder. Wooden floors are to be carefully swept before every such removal, and floors other than wood are also to be well swept, and kept

free from all gravel, sand, or grit, and previous to the removal of powder the rolling ways and stages are to be carefully watered.

II.—Precautions against Fire.

13. The watchmen are to be particularly attentive to the least appearance of a storm, and on hearing the first clap of thunder or seeing a flash of lightning, though the storm may be at a great distance, are immediately to give an alarm to the control officer, or magazine-keeper, as the case may be, who is immediately to cause all the magazine doors and windows to be shut, and to use every precaution necessary for the safety of the Magazine.

14. When such alarm has been given, every person in the employ of the department, whether on or off duty, is immediately to repair to the office to render such services as may be required of him by the control officer in charge.

15. The same precautions are to be adopted in the event of any fire breaking out in the neighbourhood of the Magazine.

16. The fire engines, engine hose, ladders, fire hooks, &c., are to be kept in perfect repair, and so lodged that they may at all times be ready and fit for use. The engines are to be worked twice a week, to ensure that they are in working order and that the water-supply is sufficient.

17. The person in charge of the Magazine is to know perfectly the arrangement and whereabouts of each article, so as to be able to find it at once in the darkest night.

18. The control officer in charge shall take care that the cisterns are kept constantly full of water, for the security of the Magazine, and that the several pumps and lightning conductors are kept in proper repair, and the wells full. He shall report to his immediate superior every week on the condition of the fire engine, water-supply and other appliances, and should any of these things become defective a requisition is immediately to be made on the department for the repairs to be performed.

III.—Care and Storage of Gunpowder.

19. The control officer shall keep three separate Registers of Receipts and Issues as follows:—

A.—For gunpowder, &c., landed at the Magazine for custody pending importation and clearance through the Custom House on payment of duty.

B.—For gunpowder, &c., landed from vessels for temporary deposit, during their stay in harbour, to be taken on board again when they sail.

C.—For gunpowder, &c., on which customs duty has been paid, lodged for care pending removal at the convenience of the owners.

20. On the arrival of any powder for storage, if it be from a ship in harbour under class A or B, the control officer shall first check the packages by their marks and numbers with the boat notes, and countersign the latter in acknowledgment of receipt, or endorse upon them a note of any discrepancies he may observe, for the information of the Customs Department.

21. He shall then enter it in the proper Register,—A, B, or C, as

the case may be,—and furnish the depositor with a receipt in corresponding form.

22. In storing the powder he shall be careful to see that each lot is kept together according to its marks and numbers, and separate from other lots as far as practicable.

23. Powder, &c., coming under class A or B on which duty has not been paid, shall invariably be stored in a separate room to be set apart for its reception, and shall be held at the disposal of the Customs Department, pending production of a written permission to re-ship in the case of powder coming under class B, or of an import entry and no demand certificate under the signature of the Collector of Customs in the case of powder coming under class A.

24. The no-demand certificate shall be endorsed upon the Magazine receipt, and no powder shall be allowed to leave the Magazine unless the receipt has been produced and the control officer has satisfied himself that the certificate, if required, has been endorsed upon it.

25. On production of the import entry and no-demand certificate as above, for powder stored under class A, the powder shall be written off Register A, and, unless it is to be passed out at once, shall be entered in Register C, and removed and stored in the duty-paid powder room.

26. No powder shall be passed out of the Magazine without production of a transport license or other proper authorization from the Commissioner of Police.

27. Every barrel, box, or case shall be carefully examined, in order to discover whether it be perfectly closed, so that no powder can escape, and whether any of the hoops be fastened with iron nails, or there be any iron or any thing objectionable on any part of the barrel, &c. Should any barrel, box, or case be discovered so circumstanced, it shall not be received into the Magazine, but the powder shall be immediately shifted into another barrel or case, and a report made to the controller. These precautions must never be dispensed with, as fatal accidents have happened from their being neglected. A record of the examination will be made on every arrival of powder.

28. No barrel, box, or case shall on any account be opened in the Magazine, but, when required, shall be taken to the shifting room, which must always be kept ready for that purpose.

29. No barrels containing powder or ammunition are to be suffered to lie open in the Magazine, and no powder is to be shifted from one bag to another, or otherwise, without a sufficient number of tanned hides or wadmiltilts being placed under the barrels, in order to keep the powder as much as possible from the floor ; any loose powder is to be carefully swept up, and not suffered to remain. Care must also be taken that all powder barrels are properly and securely stacked in the several bags ; and in case any of the heads of the barrels start, they are immediately to be removed, and the powder shifted into serviceable barrels.

30. In the event of the issue of a less quantity than a whole barrel, the package containing it is to be marked like the barrel

from which it is taken. In the journal of issue, the marks, dates, &c., are to be noted as a matter of record.

31. In stacking barrels or cases of powder and ammunition, a space is to be left between them and the wall of the Magazine, to allow of a free circulation of air and prevent injury from damp.

32. No stores whatever are to be placed in the same compartment of the magazine with powder in barrels. Ammunition for breech-loading small arms, especially which contains its own means of ignition, must not be stowed within the same masonry compartments of the Magazine as gunpowder.

33. The control officer is accordingly to take the necessary steps for placing ammunition of this class in separate masonry compartments.

34. The powder which has been longest in store of every consignee is as a rule to be issued first, except by special order to the contrary.

35. Upon no account whatever are friction tubes, percussion fuzes, or fuzes of any kind that contain their own means of ignition within themselves, to be placed inside the Magazine.

IV.—COOPERAGE.

36. All tools, instruments, or other articles used in the Magazine are to be made of wood, copper, or bronze, and nothing containing iron or liable to cause ignition is to be admitted.

37. The use of iron rivets to copper hoops of the description used for powder barrels, whether loose or otherwise, is forbidden in the Magazine, even if those hoops should be intended to be applied in the first instance to barrels not containing powder, as they are liable to be afterwards transferred to such as may contain it.

38. In heading and unheading powder barrels, the persons employed are never to use the bare adze against the copper hoops, but are invariably to apply a wooden-handled metal setter.

39. Whenever it may be necessary to shift gunpowder from one barrel to another, the barrel intended to receive such powder shall first have all the marks except the tare on it carefully obliterated, and shall then be re-marked with precisely the same marks as the barrel from whence the powder is transferred, with the exception of the tare marks.

40. Nails are on no account to be used to fasten on the hoops in re-heading powder barrels.

41. When large quantities are delivered, the control officer making the issue is to take care that the contractor by whom the packages are received provides proper conveyance for the same, that the carts or wagons are not overladen, and that they are properly secured.

42. Any person infringing the above bye-laws will be liable to a penalty, for each infringement, not exceeding one hundred rupees.

MARINE DEPARTMENT,

BOMBAY CASTLE, *14th June*, 1880.

No. 26.—Under Section 43 of the Bombay Port Trust Act, 1879, the following scale of rates, framed by the Trustees of the Port for the

wharfage, landing and storage of gunpowder at the Trustees' Magazine at Siwri, and sanctioned by Government, is published for general information :—

	Wharfage.			Landing, storing, & delivering.*			Rent for 6 months or part of 6 months.		
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
Case or Barrel up to 25 lbs.	0	2	0	0	1	6	0	6	0
Do. above 25 lbs. up to 50 lbs.	0	3	0	0	2	0	0	12	0
Do. above 50 lbs. up to 100 lbs.	0	4	0	0	3	0	1	0	0
For every 25 lbs. additional	0	2	0	0	1	6	0	6	0
Percussion caps and loaded cartridges per cubic foot	0	2	0	0	1	6	0	6	0

By order,
(Sd.) J. M. MACDONALD, Colonel,
Secretary to Government.

* Does not include any charge for boat hire.
Charge for loading and unloading carts 1 anna per cart.

BOMBAY PORT TRUST.

PILOTAGE RULES.

MARINE DEPARTMENT

BOMBAY CASTLE, 11*th February*, 1880.

No. 7.—Under section 74 of the Bombay Port Trust Act, 1879, the following bye-laws made by the Trustees of the Port of Bombay under section 72 of the said Act are published for general information :—

PREFATORY NOTES.

1. The direction and management of the Port, Pilotage and Docks under the control of the Trustees of the Port are vested in the Port Officer.

2. The First Assistant shall be the Deputy to the Port Officer for the performance of all the duties appertaining to his office in regard to the Port and Pilotage Departments.

3. There shall be also a Dock Master, who shall be under the control of the Port Officer, and shall have the rank of Second Assistant Port Officer.

4. Three Master Pilots shall be appointed to be also Harbour Masters, whose duties shall be to carry out the details of the duties belonging to the Port Officer and his Assistants under the orders of those officers.

They shall be stationed as follows :—

One at the Port Office, which shall be styled No. 1 Station.

One at the Prince's Dock, to be styled No. 2 Station.

One in charge of the Pilot Schooner to be styled No. 3, or the Outer Station.

BYE-LAWS MADE BY THE TRUSTEES OF THE PORT OF BOMBAY UNDER SECTION 72 OF THE BOMBAY PORT TRUST ACT, 1879.

REGARDING THE DUTIES OF MASTER PILOTS OR HARBOUR MASTERS.

1. *At No.* 1 *Station.*—He shall see that all vessels are properly berthed and moored in the Harbour, and Transport such vessels as may be ordered. He shall have the care and inspection of the Light Ships, the Anchor Hoy and all other vessels, boats and the buoys of the department, and perform the surveying and measuring duties. In the event of fire he shall attend at the spot thereof with all unemployed Pilots, who are to place themselves under his orders, to render assistance ; and under the Port Officer shall have charge of the general conservancy of the Harbour.

2. *At No.* 2 *Station.*—He will, under the orders of the Dock Master, have the control of the positions in which vessels are to be anchored off the Dock Channel and over the approaches to the Dock. He will conduct and direct vessels from the Harbour

through the channel to and from the Docks, and assist in Docking and Undocking vessels, and superintend placing them in their allotted berths. He will superintend all the arrangements, and also prepare and provide all wraps, ropes, fenders, tugs, boats and other appliances in readiness for Docking and Undocking vessels.

3. *At the Outer or No. 3 Station.*—He shall have charge of the Schooner and the control of the Tender Vessel and Pilots at the Outer Station; and be responsible and use his utmost endeavours to supply Pilots to in-bound and to receive Pilots from out-bound vessels. He will keep such complement of Pilots on board the Schooner as may be ordered from time to time, and arrange for the return to the harbour of others not required. He will remain on his station for such periods as may be ordered, leaving it (unless under exceptional circumstances) only when relieved by another Harbour Master in the Fair Season, or during the S. W. Monsoon when relieved by another vessel.

4. Each Harbour Master will keep a Journal or Diary of his daily employment, which shall be submitted for the inspection of the Port Officer on each occasion of the Harbour Master taking up the duties at No. 1 Station, or whenever called for.

5. The Harbour Masters shall undertake the duties at each of the Stations in rotation for such periods as may from time to time be ordered by the Port Officer.

Regarding Pilot Vessels.

6. The Trustees shall provide and maintain such Schooners and other vessels, for conveying Pilots to and from inward and outward bound vessels, as they may from time to time consider to be necessary.

7. Such crews as the Trustees consider to be necessary for the working of the Pilot vessels shall be provided by and at the expense of the Trustees.

8. The Pilot Schooner, which shall be painted a black colour outside, except a ribbon or band 2 inches wide close above the covering board, and the number in large figures on each bow, which shall be painted white, shall cruise between the Outer Floating Light Ship bearing S. E. 2 miles and the Island of Kundaree bearing S. E. 5 miles, and the position between these bearings shall be known as the Outer Station.

9. A Log or Journal, supervised and countersigned daily by the Harbour Master in charge, shall be kept on Board each Pilot Schooner when working; the following entries are to be carefully made therein every four hours when at the Outer Station, and shall be verified by the signature of each Pilot at the end of his watch, viz:—

The state of the Weather.

The direction and force of the Wind and Currents.

The readings of the Barometer and Thermometer.

The bearings and estimated distance of the Outer Light Ship.

The depth of water the Schooner is in, and whether she is under weigh or at anchor.

The time of sighting a vessel and the bearing; when and where the Pilot was placed on board.

The time and position when a Pilot leaves an out-bound vessel, and when received on board.

The time of receiving on board Pilots from the Inner Station, or

the despatch of excess Pilots to the shore, and all signals to shipping or signal station.

This Log shall be forwarded to the Port Officer for inspection immediately after each cruise in the S. W. Monsoon, and at such intervals during the Fair Season as may be ordered.

10. When the Schooner at the Outer Station shall fail to supply an inward-bound vessel with a Pilot outside the limits of the Port, and such inward-bound vessel shall be supplied from the shore or elsewhere before reaching the Sunk Rock Inner Light, then the Pilots shall only receive (for division into shares) one-half of the sum they would have been entitled to had such vessel been piloted in from beyond Port limits.

11. When an inward-bound vessel shall not be supplied with a Pilot until inside the Sunk Rock Light, only one-third of the money they would have been entitled to had the vessel been boarded outside Port Limits shall be given to the Pilots.

12. Should the Schooner be within moderate distance of an inward-bound vessel and offer a Pilot, then the Pilots shall receive the same share as they would have received had a Pilot been put on board in that position.

REGARDING THE PILOT SERVICE.

13. The Pilot Service shall consist of 15 Licensed Pilots, viz :—

5 First Grade Pilots.
5 Second do. do.
5 Third do. do.

14. All Pilots shall hold licenses to perform the duties of a Pilot for the Port of Bombay for the grade they may be serving in, which shall be issued under the signature and seal and be revocable at the order of the Trustees of the Port.

15. The fee for a Pilot license on first appointment shall be Rs. 15, and for the renewal thereof in case of loss, or promotion to a higher grade, shall be Rs. 5.

16. No license shall be renewed, nor another issued to any Pilot until after the former one has been returned and cancelled, or its loss has been satisfactorily explained.

17. Promotion to the various grades will generally be given by seniority, but the Trustees reserve to themselves the right of passing over any Pilot.

18. During the absence from any cause for more than one month of one or more Pilots on the permanent list, the Trustees may appoint a like number of Probationers who shall have passed the examination prescribed by bye-law 22 to be Acting Pilots. So long as such Probationers shall remain Acting Pilots they shall receive the pay of the class of the Pilots in which they may be acting, and shall otherwise be amenable to the rules laid down for observance by Pilots.

REGARDING PROBATIONERS FOR THE PILOT SERVICE.

19. Such number of Probationers, not exceeding four, may be entertained as may from time to time be considered necessary.

20. To be eligible for admission to the Pilot Service, Candidates must be British subjects, and at least 21 years of age. They

must hold certificates of good conduct, character and ability, and must undergo an examination by and produce a certificate from the Medical Officer appointed by the Trustees that they are physically fit and are of a sufficiently hardy or strong constitution to perform a Pilot's duty, and that they to all appearance enjoy good health.

21. The Port Officer shall have the appointment of Probationers, subject to the approval of the Trustees.

22. Any Probationer may, with the sanction of the Port Officer, go before the Examining Committee, and if he passes he will be eligible for appointment as a Third Grade Pilot when a vacancy occurs.

23. A Probationer not passing the required examination to qualify for performing a Pilot's duties within 6 months after the date of his appointment shall be liable to be struck off the list.

REGARDING THE EXAMINATION BOARD.

24. The Examiners of Pilots shall be—

The Port Officer or one of his Assistants.
One Harbour Master.
One First or Second Grade Pilot.
Lloyd's Marine Surveyor (who shall receive a fee of One Gold Mohur for each Pilot examined).

GENERAL RULES FOR THE GUIDANCE OF PILOTS.

25. As all the various duties connected with the Department cannot be completely detailed in these Regulations, it is hereby directed that every verbal order or instruction given by the Port Officer and the Officers of his Department be promptly attended to and carried into effect by the Pilots, who will be careful to conform to and to make themselves acquainted with all Circulars and Orders issued from time to time for guidance in connection with their duties.

26. No Pilots shall absent himself from his station or from his duty without permission, except in case of sickness which shall be reported without delay, accompanied by a certificate from a qualified Medical Officer approved by the Trustees.

27. An officer will be appointed by the Trustees to afford medical aid to Harbour Masters, Pilots, and Probationers free of charge.

28. When Pilots are on board the Schooners they shall be under the authority of the Harbour Master in charge, and they must pay strict attention to any lawful order he may give, whether as to taking their turn at working the Schooner at which they must assist or as to boarding vessels.

29. Pilots returning from the performance of any duty will, if between the hours of 10 A.M. and 5 P.M., report themselves personally to the Assistant Port Officer, and enter their names and the time of landing in a Book kept for that purpose; all unemployed Pilots will attend at the Office from 10 to 11 A.M. and from 4 to 5 P.M. daily for any orders.

30. Pilots shall conduct themselves on all occasions in an orderly and civil manner; when in charge of vessels they should meet the wishes of Commanders when the safety of the vessel is not involved

thereby, or will not lead to inconvenience, nor to the infringement of orders received from the Department.

31. When on duty Pilots shall wear a uniform dress, consisting of a round double-breasted white or blue cloth or serge coat, to button if required close up to the throat, by two rows of Bombay Port Trust pattern buttons of four in each row ; with blue cloth or serge or white trousers. If a cap be worn, it shall be of the round crown Navy pattern, with drooping peak, surrounded by a mohair band and the Bombay Port Trust badge in front.

32. Pilots should invariably appear respectably and neatly dressed.

33. Each Pilot shall provide himself, have with him, and produce when necessary or demanded, an efficient Watch and pair of Binoculars ; also his License, a Tide Table, the Port Pilotage and the Wet Dock Regulations.

34. It is the duty of Pilots to take Steamers to sea from clear berths, or to bring them into Harbour on ordinary nights when the lights are visible, and reasonably distant objects discernible ; but they shall on no account run unnecessary risks by venturing within the leading marks, or keeping vessels underweigh when the lights cannot be seen, and whilst underweigh the lead shall be kept going, and the soundings be carefully observed. And all signals made at Signal Stations on shore, at Light Vessels and on board the Pilot Schooners are to be observed and attended to.

35. Immediately after any vessel may have caused or sustained damage, touched the ground or got on shore while in their charge, pilots shall furnish a clear and explicit report of the same to the Port Officer ; such report should state the cause, in the Pilot's opinion, of such accident, damage or grounding ; time of occurrence thereof, bearings of known objects ; means used to get the vessel afloat, or clear ; state of wind, weather and tide ; length of time the vessel lay on the ground or in collision, and nature of the ground ; such report should be submitted to the Commander or Officer in charge for his remarks and countersignature, or his refusal to do so should be noted thereon by the Pilot ; unless prevented by circumstances the Pilot will present the report personally, and he shall not after an accident has occurred and damage been caused or sustained take the vessel to sea (Mail Steamers excepted) until ordered to do so by the Port Officer.

36. It will be the duty of Pilots to see that the Arrival or Departure Report is duly and correctly filled up before he leaves a vessel, and that it is forwarded without delay. On arrival report containing intelligence of exceptional importance, and the arrival reports of Mail Steamers or vessels with passengers of considerable official or of high rank, or vessels with dangerous cargo on board, should be forwarded direct to the Port Officer ; in all other cases the report should be left at the Office.

37. Departure Reports are on no account to be detained on board the Schooner at the Outer Station (where they are immediately on arrival to be handed to the Harbour Master in charge), but are to be sent in to the Office by the first opportunity.

38. In cases of fire or other accidents afloat, the Pilots off duty shall immediately attend at the Port Office to receive orders.

39. Whenever any of the Harbour, Shoal or Mooring Buoys are missing, injured or out of their proper places; or if any vessel is placed improperly as to her draught of water, or too near the moorings of other vessels or shoals; or if it comes to the knowledge of any Pilot that any of the Port Rules are being or have been infringed; or in the event of any circumstance out of the ordinary course, or any casualty occurring on board vessels whilst they may be in Pilotage charge, or have a Pilot on board, the same should be reported to the Port Officer without delay.

40. When passing any Vessel of War, it is the Pilot's duty to request the Master to dip the colours; and on the approach of any Man-of-war or other Government Boat to board to "heave the vessel to," or to cause the speed thereof to be sufficiently checked (when it can be done with safety) to enable the boat to get alongside without loss of time.

41. Pilots are forbidden to receive any gratification from Masters of vessels or others with whom they are brought in contact in the execution of their duty; any gratuity given to a Pilot will, if brought to the notice of the Trustees of the Port, lead to his instant dismissal.

42. Pilots shall not hold any interest in steam tugs, nor shall they be allowed to keep a Tavern or Lodging House, or in any way to retail Wines or Spirits.

43. No Pilot shall claim salvage without the consent of the Trustees.

Regarding Anchoring And Mooring.

44. The practice of making a running moor must never be resorted to when it can possibly be avoided.

45. All vessels shall be moored as a general rule South-South-West and North-North-East, between the 15th of September and the 15th of May there shall be 45 fathoms of cable to the hawse each way; between the 15th of May and the 15th of September there shall be 60 fathoms of cable on the flood or South-West anchor, and 45 fathoms on the ebb or North-East anchor to the hawse; and all vessels shall be berthed in a sufficient depth of water to enable them to load to their deepest draught without touching the ground, and in a position where they will swing clear of all other vessels, fixed moorings, shoals, and buoys.

46. Vessels which are intended and are ready on arrival to be placed in Wet Dock, but which cannot enter the Dock until the next flood-tide, will be placed at single anchor off the Dock channel, or as near thereto as their draught of water will admit; and will, if necessary, after receipt of an order from an Officer of the Department, be left by the Pilot in charge of the Commander; but in no other case shall a Pilot quit an in-bound vessel after once taking charge until after it has been received into Dock or is properly berthed in the harbour.

47. Vessels intended to be placed in Wet Dock, but which on arrival are of heavier draught than the depth of water at the Dock Entrance will admit, or from other circumstances may not be able to enter the Dock within 24 hours, shall be moored or placed at single anchor in the harbour as may be ordered.

48. Vessels arriving with or taking in Gunpowder shall be anchored

not nearer than one mile South-East from the Middle Ground Battery, or in stormy unsettled weather not nearer than one mile from the Easternmost shipping and Cross Island not bearing to the Westward or North-West.

49. Vessels arriving with or taking in Dynamite, Nitro-glycerine or other explosives shall, in the absence of special orders, be anchored not nearer than one and a half miles South-Eastward of the Sunk Rock Light.

50. Vessels remaining below the Middle Ground over 24 hours shall be moored unless the Commander signifies in writing his readiness to take charge of the vessel at single anchor.

Regarding Unmooring and Transporting.

51. The transporting duties will, when practicable, be performed by the Harbour Masters, but any excess will be conducted by the Pilots in rotation for duty.

52. In unmooring vessels it will be the duty of the Pilot to see and personally assure himself that one anchor is clear for being let go; that the cable is ranged, bitted, and clear for running, and on a "non-self-fleeting windlass," that the chain is fleeted close over when the anchor is "short a peak" (so as to bring it well up clear of the ground) before weighing the last anchor.

53. On no account shall any vessel be moved to another part of the harbour without there being a sufficient number of seamen on board (European or Native) to perform any duty which may be required, and no vessel should be moved underweigh unless the Master thereof is on board.

Regarding Outward Pilotage.

54. On taking charge of an out-ward bound vessel, the Pilot should not get the vessel underweigh unless the Commander is on board; in the event of his doing so, the Pilot will be held personally responsible for any or all accidents that may occur from any cause. He will see that the vessel's National Ensign is kept hoisted between sunrise and sunset, or until the vessel is beyond the harbour limits. He shall see that the lead line is correctly marked, and that the steering gear is in good order; he shall also ascertain the draught of water and freeboard, the time, bearing and estimated distance of the Outer Light Vessel on his leaving the vessel, and shall enter the same in the Departure Report.

55. In working out of the harbour during the South-West Monsoon, or whenever the vessel has a head wind, the Pilot must be careful not to leave the vessel in his charge until she is well clear of all danger, and every endeavour should be made to leave outward-bound vessels when within the limits of the Outer Station.

56. Unless under circumstances of unavoidable necessity, no Pilot shall without his consent be taken to sea beyond the limits of the Port

or of the Outer Station in any vessel whatever; and every Pilot so taken under circumstances of unavoidable necessity, or without his consent, is entiled over and above his share of the Pilotage fees to receive from the ship as follows:—

If a 1st Grade Pilot, Rs. 12 per diem.
If a 2nd Grade „ 10 „
If a 3rd Grade „ 8 „

in addition to board and lodging to be computed from and inclusive of the day on which the ship passes the limits of the Port up to and inclusive of the day of his being returned in the said ship to within the limits of the Port, or up to and inclusive of such day as will allow him if discharged from the ship sufficient time to return thereto; and in this last case he is entitled to his reasonable travelling expenses.

57. When on outward-bound vessel anchors below the Middle Ground in the South-West Monsoon, or during unsettled weather, the Pilot shall not quit the vessel (unless specially ordered to do so) if she is going to sea on the next day.

Regarding Inward Pilotage.

58. Before boarding a vessel the Pilot will ascertain whether there is any epidemic disease on board. If there is, and the epidemic be of a severe nature, such as Plague, Yellow Fever, or a number of cases of Cholera, Small-pox or Measles, he will direct the vessel to be anchored at the Quarantine anchorage, and to hoist the Quarantine flag; but in the latter three diseases, if there is or only has been one or two cases during the voyage, he will board and (after obtaining a certificate from the Commander to that effect) berth the vessel in the harbour, hoisting the letter R flag, the signal for the Health Officer of the Port to inspect.

59. In the event of the Pilot having boarded a vessel which requires to be placed in quarantine, he will remain on board till the vessel obtains Pratique.

60. The Pilot will on boarding note the time, the bearing and estimated distance from the Outer Light Vessel, entering the same in the Arrival Report. He will also ascertain the vessel's present and deep load draught of water entering the same in the Arrival Report, see that the anchors are clear, and cable ranged to the required length; that the National Ensign is hoisted in its proper place, and the flags denoting the name of the vessel in the Commercial Code (and the Port from which she sailed if demanded), and will take care that the flags are placed in such a manner as to be clearly seen from the Outer Signal Station.

61. When there are despatches on board for Government, or Post Office Packets, the Pilot will request the Commander to send such on shore with as little delay as possible.

62. Harbour Masters and Pilots will be provided with a distinguish-

ing flag, which is to be displayed, hoisted under the national flags of vessels of which they are in charge.

The same flag hoisted under the Pilot Jack at any of the signal stations or at the Prince's Dock, will be used in communicating with the vessel.

The flags and pennants of the International Code will be used for this purpose:—

Harbour Masters.....	1—Flag B. 2—Pennant—C. 3— Do. —D.
1st Grade Pilots	1—Pennant—F 2— Do. —G. 3—Flag—H. 4—Do. —I. 5—Do. —K.
2nd Grade Pilots.....	1—Flag—L. 2—Do. —M. 3—Do. —N. 4—Do. —P. 5—Do. —Q.
3rd Grade Pilots	1—Flag—R. 2—Do. —S. 3—Do. —T. 4—Do. —V. 5—Do. —W.

On Pilots boarding vessels requiring to be taken into the Prince's Dock (as soon as the Vessel's number has been repeated or replied to at the Outer Signal Station) the signal C. S. R. M. and the vessel's draught of water is to be hoisted, which will be telegraphed from the signal and Port stations, and arrangements will be made to take the vessel into Dock if the tide serves; if not the rendezvous flag will be displayed under the Pilot's distinguishing flag at the Dock Flag Staff and the vessel is to Anchor off the Channel.

II.—Regarding Pay.

63. The gross receipts for Pilotage shall be divided as follows:—

One-half to be distributed amongst the Harbour Masters and Pilots according to the following scale:—

(*a*) 2 per cent on the gross amount of "Inward" Pilotage fees of vessels supplied with Pilots by the Outer Station Schooner shall be paid to the Harbour Master according to the time that he may have been in command, *e. a.*, if one had command for 8 days, another for 10 days, and the 3rd for 12 days in a month of 30 days, they would be paid $\frac{8}{30}$ths, $\frac{10}{30}$ths, and $\frac{12}{30}$ths respectively of 2 per cent. of the "Inward" Pilotage fees of vessels supplied with Pilots from the Outer Station Schooner for that month.

(*b*) In the event of a Pilot being unable for any reason to take a vessel into Dock after arriving off the Channel, and if a

Harbour Master shall afterwards pilot the vessel through the channel into Dock, then such Harbour Master shall receive 10 per cent. of the Pilot's share of the Pilotage of such vessel.

(*c*) A Harbour Master transporting a vessel from or to a berth in the Harbour into or from any Dock, or from one part of the Harbour to any other part, shall receive 50 per cent. of the "transporting fee." In the event of a Harbour Master's services not being available, the Pilot who shall be employed on this duty shall receive the said sum.

(*d*) Such allowances, as may be due under the rules, shall be paid to the pilots on leave.

(*e*) After the above payments have been made, the remainder shall be distributed amongst the Pilots in the following proportions :—

5 First Grade Pilots shall receive	$\frac{1}{5}$	shares.	
5 Second Grade do.	do.	$\frac{1}{5}$	,,
5 Third Grade do.	do.	$\frac{1}{5}$	,,

64. In calculating the pay accruing to Pilots, regard shall be had not only to the rank or class of the Pilot, but also to the value of the work which he shall have performed, and the calculations shall be made according to the following examples :—Take the receipts from Pilotage for one month to be Rs. 10,000, of which Rs. 5,000 is for Inward and Rs. 5,000 for Outward Pilotage, and—the Pilot Establishment being kept up at its full strength—take it that that amount was earned as follows :—

By 5 First Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,500 in the following proportions :—

Pilot	A	Rs.	800
,,	B	,,	900
,,	C	,,	600
,,	D	,,	500
,,	E	,,	700
			3,500

By 5 Second Grade Pilots from vessels on which the Pilotage amounted to Rs. 3,300 in the following proportions :—

Pilot	F	Rs.	700
,,	G	,,	600
,,	H	,,	500
,,	I	,,	600
,,	J	,,	900
			3,300

By 5 Third Grade Pilots from vessels on which Pilotage amounted Rs. 3,200 in the following proportions :—

Pilot	K	Rs.	800
,,	L	,,	600
,,	M	,,	500
,,	N	,,	700
,,	O	,,	600
			3,200

Rs. 10,000

The amount divisible amongst the whole of the Pilots would, under rule 67, be 50 per cent. of the gross earnings, which is Rs. 5,000, which would be divided as follows :—

2 per cent. of gross Inward Pilotage to Harbour Masters	Rs.	100	0 0
$\frac{6}{13}$ths of balance, *e. g.* Rs. 5,000—Rs. 100=Rs. 4,900 to 5 First Grade Pilots	Rs.	1,960	0 0
$\frac{4}{13}$ths do. do. 5 Second Grade do	,,	1,633	5 4
$\frac{3}{13}$ths do. do. 5 Third Grade do	,,	1,306	10 8
	Rs.	5,000	0 0

The $\frac{6}{13}$ths shares accruing to the First Grade Pilots would be divisible according to the following proportions :—

If their gross earnings, Rs. 3,500, give net earnings amounting to Rs. 1,960, what will A's share of gross earnings, *i.e.* Rs. 800 give? Ans.

			Rs.		Rs.	448
B's	do.	do.	,,	900	,,	504
C's	do.	do.	,,	600	,,	336
D's	do.	do.	,,	500	,,	280
E's	do.	do.	,,	700	,,	392
			Rs.	3,500	Rs.	1,960

According to the same method of calculation, the $\frac{5}{13}$ths shares divisible amongst the 2nd Grade Pilots would give—

Pilot	F	on his Rs.	700	of earings Rs.	346	7	6
,,	G	,, ,,	600	,, ,,	296	15	6
,,	H	,, ,,	500	,, ,,	247	7	7
,,	I	,, ,,	600	,, ,,	296	15	6
,,	J	,, ,,	900	,, ,,	445	7	3
		Rs.	3,300	Rs.	1,633	5	4

And the $\frac{4}{13}$ths shares divisible amongst 3rd Grade Pilots would give to—

Pilot	K	on his Rs.	800	of earnings Rs.	326	10	8
,,	L	,, ,,	600	,, ,,	245	0	0
,,	M	,, ,,	500	,, ,,	204	2	8
,,	N	,, ,,	700	,, ,,	285	13	4
,,	O	,, ,,	600	,, ,,	245	0	0
		Rs.	3,200	Rs.	1,306	10	8

But these sums would, as has already been stated, be subject to the deduction of transporting fees and leave allowances payable under Clauses *b*, *c* and *d* of Rule 68.

The remainder of the Pilotage earnings to accrue to the Trustees for their expenses in connection with the Pilot Service.

In the event of there being one or more vacancies in any grade or grades, the average share of the earnings accruing on account of such vacancy or vacancies should be added to the sum divisible amongst the running pilots in the proportion that their pay bears to each other in bye-law No. 85.

65. Any personal servants required by Harbour Masters or Pilots on board Schooners or other vessels employed in the conveyance of Pilots shall be provided by the Harbour Masters or Pilots themselves, with the exception of a topaz on board each Schooner, who shall be paid by the Trustees.

66. Any sums retained from the Pilots under bye-laws 10 and 11, also the amount of all Fines and the Fees for Licenses recovered from Pilots shall be credited to the Trustees' share of pilotage earnings.

67. A statement of the Pilotage receipts shall be made up by the Trustees every month, and the amount payable to the Pilots shall be distributed in the month succeeding that during which it shall have been received by the Trustees.

III.—Regarding Leave.

68. Leave of absence can never the claimed absolutely as of right ; it will only be granted when the exigencies of the Service permit.

69. Leave on Medical Certificate may be granted for two years in all, but not for more than one year at one time.

70. A Pilot on leave on Medical Certificate is entitled to the half pay of his substantive grade.

71. Leave on private affairs may be granted without pay for any term not exceeding one year at one time, provided the Pilot or Harbour Master has completed 3 years' service ; such leave may be repeated after intervals of six years, but shall not be cumulative.

72. Leave on Medical Certificate does not count as qualifying for leave on private affairs under the foregoing rule.

73. Privilege leave on full pay of the grade in which a Pilot or Harbour Master holds substantive rank may be granted as follows :— After 11 months' uninterrupted duty, for not more than one month ; after 22 months' uninterrupted duty, for not more than 2 months ; after 33 months' uninterrupted duty, for not more than 3 months, provided that this description of leave shall not be cumulative for more than 3 months.

74. Privilege leave cannot be taken during the monsoon months *i.e.*, between 1st June and 30th September.

75. Privilege leave may be taken, at the discretion of the Trustees, in separate instalments. No second instalment shall be taken until after the completion of six months' continuous duty from the expiry of the previous instalment. In this case the period qualifying for fresh privilege leave will be reckoned from the expiry of the first instalment, the period of the second instalment being omitted from the calculation.

76. If a Harbour Master or Pilot shall over-stay his privilege leave, he shall forfeit all salary during the time of his remaining so absent ; and if he so continue absent more than one week in excess of his leave, his office shall become vacant.

77. But the Trustees may exempt a Harbour Master or Pilot from the incidence of the last rule should they consider that his absence has been prolonged beyond his leave by circumstances over which he had no control, and which he could not be expected to foresee.

78. Privilege leave cannot be taken in continuation of sick leave or leave on private affairs, or *vice versa.*

79. On promotion to a higher grade during privilege leave, payment of the higher salary shall be made from the date of promotion, provided that it does not involve any increase or change of duties or responsibilities.

80. Casual leave may be granted at the discretion of the Port Officer for any period not exceeding 10 days at one time, and not exceeding 20 days in any one calendar year ; such leave is not admissible in extension of leave of any other description ; being unofficial and of a temporary nature, it does not disqualify a Harbour Master or Pilot for other leave, and it carries with it the same pay that he would receive if on privilege leave.

81. Allowance during privilege leave or casual leave shall be payable from the fund from which the pay of the person absent on leave is payable : and in the case of a Pilot such allowance shall be calculated at the proportionate rate of earings of the grade to which he shall belong.

82. Leave on private affairs cannot he taken in continuation of any other leave ; but any leave granted under these Rules may be retrospectively changed for any other kind or amount of leave which might at first have been granted.

83. Leave without pay cannot be converted retrospectively into leave on Medical Certificate ; but leave on Medical Certificate may be given in continuation of leave without pay.

84. Absence without leave, or after the end of leave (excepting privilege leave, in which case a week's grace is allowed) involves loss of appointment.

85. For the purposes of the Leave Rules the pay of the several grades of the Pilot Sevice shall be taken to be as follows :—

Harbour Master	Rs.	450	per mensem.
1st Grade Pilot	,,	400	,,
2nd ,,	,,	330	,,
3rd ,,	,,	265	,,

By order of H. E. the Hon'ble the Governor in Council,

JOHN A. M. MACDONALD, Colonel,
Secretary to Government.

BOMBAY PORT TRUST.

RATES TO BE CHARGED AT THE PRINCE'S DOCK.

Sanctioned by the Government of Bombay on the 9th day of March, 1880.

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free days allowed.	Rent per week, or part of a Week, for Unclaimed Goods Warehoused.	No. of Item.	Description of Goods.	How Charged.	Imports. Wharfage Fee.	Imports. Dock and Landing Charges.	Imports. Total Charge, Wharfage and Landing.	Exports. Wharfage Fee.	Exports. Dock and Shipping Charges.	Exports. Total Charge, Warfage and Shipping
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
0 4 0	0 4 0	1	Acids	Case	0 4 0	0 5 0	0 9 0	0 4 0	0 5 0	0 9 0
0 1 0	0 0 6	2	Aërated waters	One dozen	0 0 3	0 1 0	0 1 3	0 0 3	0 1 0	0 1 3
0 3 0	0 4 0	3	Ale, Beer, Porter and Cider, in wood	Hogshead	0 4 0	0 4 0	0 8 0	0 4 0	0 4 0	0 8 0
0 0 6	0 0 3	4	Ale, Beer, Porter and Cider, in bottles	One doz. qts. or 2 doz. pints	0 0 6	0 1 0	0 1 6	0 0 6	0 1 0	0 1 6
		5	Do. do.	Kilderkins	0 2 0	0 2 0	0 4 0	0 2 0	0 2 0	0 4 0
0 8 0	0 8 0	6	Almonds	Ton	1 4 0	1 0 0	2 4 0	1 4 0	1 0 0	2 4 0
0 8 0	0 8 0	7	Alum	,,	0 12 0	1 4 0	2 0 0	0 12 0	1 4 0	2 0 0
0 1 0	0 2 0	8	Apparel, not accompanying passengers	Case or package	0 2 0	0 5 0	0 7 0	0 2 0	0 5 0	0 7 0
0 8 0	0 8 0	9	Arrowroot, country	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
Measurement.	Do.	10	Do. foreign	Case or package	Measurement.		...	Measurement.		...
0 8 0	0 4 0	11	Arsenic	Package	Do.		...	Do.		...
0 8 0	0 12 0	12	Asphalte	Ton	0 8 0	1 4 0	1 12 0	0 8 0	1 4 0	1 12 0
0 2 0	0 2 0	13	Assafœtida, refined	,,	2 8 0	1 8 0	4 0 0	2 8 0	1 8 0	4 0 0
0 8 0	0 12 0	14	Do. do.	Case or package	0 4 0	0 5 0	0 9 0	0 4 0	0 5 0	0 9 0
		15	Do. coarse	Ton	0 12 0	1 4 0	2 0 0	0 12 0	1 4 0	2 0 0
		16	Attar—*see* Oils, perfumed.							
1 0 0	1 0 0	17	Bagatelle Tables	Each	2 0 0	3 0 0	5 0 0	2 0 0	3 0 0	5 0 0

	...			...																			
	...			...																			
0	2	0	0	2	0	20	Bangles, foreign	Ton	0	0	9	0	3	3	0	4	0	0	0	9	0	3	3	0	4	0
0	1	0	0	1	0	21	Bardans	Free		...			...			...			...			...			...	
0	2	0	0	2	0	22	Beads in cases	Case	0	2	0	0	5	0	0	7	0	0	2	0	0	5	0	0	7	0
						23	Beeda nuts—*see* Myrabolams.	Bundle or package	0	1	0	0	3	0	0	4	0	0	1	0	0	3	0	0	4	0
0	3	0	0	4	0	24	Beef and Pork	Case	0	2	0	0	5	0	0	7	0	0	2	0	0	5	0	0	7	0
0	2	0	0	2	0	25	Do. do.																			
						26	Beer—*see* Ale.	Tierce	0	4	0	0	5	0	0	9	0	0	4	0	0	5	0	0	9	0
0	1	0	0	2	0	27	Bees' Wax	Barrel	0	2	0	0	4	0	0	6	0	0	2	0	0	4	0	0	6	0
0	8	0	0	8	0	28	Betel-nut																			
6	0	0	4	0	0	29	Billiard Tables	Package	0	2	0	0	3	0	0	5	0	0	2	0	0	3	0	0	5	0
0	8	0	0	6	0	30	Biscuits, ship	Ton	0	12	0	1	4	0	2	0	0	0	12	0	1	4	0	2	0	0
Measurement.						31	Do. in cases	Each	5	0	0	5	0	0	10	0	0	5	0	0	5	0	0	10	0	0
0	1	0	0	1	0	32	Do. in tins, loose	Ton	0	12	0	1	8	0	2	4	0	0	12	0	1	8	0	2	4	0
0	1	0	0	1	0	33	Bloodstones	Case	Measurement.					...				Measurement.					...			
Special.						34	Boats, Jolly	One dozen	0	3	0	0	1	6	0	4	6	0	3	0	0	1	6	0	4	6
						35	Boilers, from 8 to 10tons weight.	Case or package	0	2	0	0	3	0	0	5	0	0	2	0	0	3	0	0	5	0
						36	Do. from 10 to 15 tons ...	Each	0	8	0	2	0	0	2	8	0	0	8	0	2	0	0	2	8	0
				Special.		37	Do. above 15 tons	,,	10	0	0	90	0	0	100	0	0	10	0	0	90	0	0	100	0	0
						38	Do. below 8 tons—*see* Rates for Machinery.	,,	15	0	0	135	0	0	150	0	0	15	0	0	135	0	0	150	0	0
0	12	0	0	8	0	39	Bones, bone dust and meal	,,	20	0	0	180	0	0	200	0	0	20	0	0	180	0	0	200	0	0
Measurement.						40	Books																			
Do.						41	Boots and Shoes, foreign ...	Ton	0	9	0	1	4	0	1	13	0	0	9	0	0	10	0	1	3	0
0	8	0	0	8	0	42	Borax, unrefined	Case or package	Measurement.					...				Measurement.					...			
0	2	0	0	2	0	43	Bottles, empty			Do.								Do.								
						44	Brass Leaves—*see* Orsidue.	,, Ton	0	12	0	1	4	0	2	0	0	0	12	0	1	4	0	2	0	0
0	8	0	0	6	0	45	Brass of sorts, and Brass-ware...	Gross	0	2	0	0	4	0	0	6	0	0	2	0	0	4	0	0	6	0
Measurement.						46	Do. do. when no weight given.	Ton	0	12	0	1	8	0	2	4	0	0	12	0	1	8	0	2	4	0
0	1	0	0	0	6	47	Bricks, Bath	...	Measurement.					...				Measurement.					...			
0	8	0	0	6	0	48	Do. Fire	Case	0	1	0	0	1	6	0	2	6	0	1	0	0	1	6	0	2	6
0	1	0	0	1	0	49	Buckets, iron	Ton	0	8	0	1	4	0	1	12	0	0	8	0	1	4	0	1	12	0
0	8	0	0	8	0	50	Bullion, Specie, Gold and Silver-ware, Plate, &c.	One dozen	0	1	6	0	1	6	0	3	0	0	1	6	0	1	6	0	3	0
0	8	0	0	8	0	51	Camphor	Box or case	0	4	0	0	4	0	0	8	0	0	4	0	0	4	0	0	8	0
0	2	0	0	2	0	52	Camphor-wood Drawers and Boxes	Ton	1	4	0	1	8	0	2	12	0	1	4	0	1	8	0	2	12	0
0	1	0	0	0	6	53	Candles...	Each piece	0	4	0	0	4	0	0	8	0	0	4	0	0	4	0	0	8	0
						54	Canes—*see* Rattans.	Cwt.	0	2	0	0	3	0	0	5	0	0	2	0	0	3	0	0	5	0

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					Wharfage Fee.	Dock and Landing Charges.	Total Charge, Wharfage and Landing.	Wharfage Fee.	Dock and Shipping Charges.	Total Charge, Wharfage and Shipping
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
0 2 0	0 2 0	55	Canvas	Bale	0 3 0	0 5 0	0 8 0	0 3 0	0 5 0	0 8 0
0 1 0	0 0 6	56	Do.	Bolt	0 0 6	0 2 0	0 2 6	0 0 6	0 2 0	0 2 6
0 2 0	0 2 0	57	Cardboards, straw boards ...	Case or bale	0 2 0	0 4 0	0 6 0	0 2 0	0 4 0	0 6 0
0 3 0	0 2 0	58	Carpets...	Case or package	0 4 0	0 7 0	0 11 0	0 4 0	0 7 0	0 11 0
0 1 0	0 2 0	59	Cardamoms	Cwt.	0 2 0	0 2 0	0 4 0	0 2 0	0 2 0	0 4 0
		60	Do. bastard—*see* Spices.							
3 0 0	2 8 0	61	Carriages four-wheeled... ...	Each	4 0 0	8 0 0	12 0 0	4 0 0	8 0 0	12 0 0
2 0 0	1 4 0	62	Do. two-wheeled	,,	3 0 0	7 0 0	10 0 0	3 0 0	7 0 0	10 0 0
0 8 0	0 8 0	63	Cassa-ware	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 4 0	2 0 0
0 1 0	0 1 0	64	Casks and Hogsheads, empty ...	Each	0 1 0	0 1 6	0 2 6	0 1 0	0 1 6	0 2 6
0 0 9	0 0 6	65	Do. half and quarter ...	,,	0 0 6	0 0 9	0 1 3	0 0 6	0 0 9	0 1 3
0 2 0	0 1 6	66	Butts, pipes and puncheons ...	,,	0 1 6	0 2 0	0 3 6	0 1 6	0 2 0	0 3 6
0 8 0	0 6 0	67	Cement...	Ton	0 8 0	1 4 0	1 12 0	0 8 0	1 4 0	1 12 0
0 8 0	0 6 0	68	Chalk	,,	0 6 0	1 4 0	1 10 0	0 6 0	1 4 0	1 10 0
Measurement.		69	Cheese, in cases	Case	Measurement.		...	Measurement.		...
0 0 6	0 0 3	70	Do. loose	Each	0 0 3	0 0 3	0 0 6	0 0 3	0 0 3	0 0 6
		71	Chemicals—*see* Drugs and Medicines.							
0 8 0	0 8 0	72	Chillies, dried	Ton	0 12 0	1 4 0	2 0 0	0 12 0	1 4 0	2 0 0
0 8 0	0 8 0	73	China, copper cash	,,	0 12 0	1 4 0	2 0 0	0 12 0	1 4 0	2 0 0
0 6 0	0 3 0	74	Do. white copper-ware ...	Case	0 3 0	0 5 0	0 8 0	0 3 0	0 5 0	0 8 0
0 3 0	0 2 0	75	Do. garden seats	Each	0 2 0	0 2 0	0 4 0	0 2 0	0 2 0	0 4 0
Measurement.		76	Do. and Japan-ware	Case	Measurement.		...	Measurement.		...
0 1 6	0 0 9	77	Do. ware in rolls, large ...	One dozen	0 3 0	0 3 0	0 6 0	0 3 0	0 3 0	0 6 0
0 1 6	0 0 6	78	Do. do. small ...	,,	0 1 6	0 1 6	0 3 0	0 1 6	0 1 6	0 3 0
0 1 0	0 0 6	79	Do. Preserves, Chow-chow, &c.	Case of ½ doz. & over	0 2 0	0 3 0	0 5 0	0 2 0	0 3 0	0 5 0
0 1 0	0 0 3	80	Do. do.	Case of under ½ doz	0 1 0	0 2 0	0 3 0	0 1 0	0 2 0	0 3 0
0 8 0	0 8 0	81	Do. Roots	Ton	0 12 0	1 4 0	2 0 0	0 12 0	1 4 0	2 0 0

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Measure	ment.	114	Crockery, Queen's porcelain and earthenware	Crate or hhd.	Measur	ement.	...	Measur	ement.	...
0 8 0	0 8 0	115	Cummin seed	Ton	1 4 0	1 8 0	2 12 0	1 4 0	1 8 0	2 12 0
Measure	ment.	116	Cutlery	Case	Measur	ement.	...	Measur	ement.	...
Spe	cial.	117	Dammer	Ton	0 9 0	1 8 0	2 1 0	0 9 0	1 8 0	2 1 0
0 8 0	0 8 0	118	Dates, dry	,,	0 12 0	1 0 0	1 12 0	0 12 0	1 0 0	1 12 0
0 8 0	0 8 0	119	Do. wet	,,	0 12 0	0 12 0	1 8 0	0 12 0	0 12 0	1 8 0
0 2 0	0 1 0	120	Do. in pots	One doz. pots.	0 4 0	0 2 0	0 6 0	0 4 0	0 2 0	0 6 0
0 12 0	0 8 0	121	Disinfecting powder	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
Measure	ment.	122	Drugs and medicines, foreign, not enumerated	Case	Measur	ement.	...	Measur	ement.	...
0 8 0	0 8 0	123	Dyes, country and foreign in bulk	Ton	0 12 0	1 4 0	2 0 0	0 12 0	1 4 0	2 0 0
0 3 0	0 1 0	124	Do. foreign	Case or package	Measu	rement.	...	Measu	rement.	...
0 3 0	0 1 0	125	Dragon's blood	,,	0 2 0	0 5 0	0 7 0	0 2 0	0 5 0	0 7 0
		126	Earthenware, foreign—*see* Crockery.							
0 12 0	0 8 0	127	Earthenware, piping, retorts, &c., for drainage	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
		128	Elephant's tusks and Moye's teeth—*see* Ivory.							
0 4 0	0 2 0	129	Fans	Case	0 2 0	0 5 0	0 7 0	0 2 0	0 5 0	0 7 0
0 12 0	0 10 0	130	Fat, Grease, Lard, and Tallow ...	Ton	0 12 0	1 4 0	2 0 0	0 12 0	1 4 0	2 0 0
0 4 0	0 2 0	131	Feathers	Case or package	0 2 0	0 5 0	0 7 0	0 2 0	0 5 0	0 7 0
Measure	ment.	132	Felt	Bale	Measu	rement.	...	Measu	rement.	...
1 0 0	1 0 0	133	Fishmaws	Ton	1 4 0	1 0 0	2 4 0	1 4 0	1 0 0	2 4 0
0 4 0	0 2 0	134	Flax	Bale	0 2 0	0 5 0	0 7 0	0 2 0	0 5 0	0 7 0
0 12 0	0 8 0	135	Flour	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0

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					Wharfage Fee.	Dock and Landing Charges.	Total Charge, Warfage and Landing.	Wharfage Fee.	Dock and Shipping Charges.	Total Charge, Warfage and Shipping
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
		169	Hats & Caps—*see* Haberdashery.							
Special.		170	Hay and straw, pressed ..	Bale	0 0 6	0 4 0	0 4 6	0 0 6	0 4 0	0 4 6
0 8 0	0 6 0	171	Hemp, loose, in bundles ...	Ton	0 9 0	1 4 0	1 13 0	0 9 0	1 4 0	1 13 0
0 4 0	0 2 0	172	Do. pressed	Bale	0 1 0	0 5 0	0 6 0	0 1 0	0 2 0	0 3 0
0 4 0	0 2 0	173	Hessians	,,	0 3 0	0 5 0	0 8 0	0 3 0	0 5 0	0 8 0
0 8 0	0 4 0	174	Hides, buffalo, &c.	One hundred	0 8 0	0 8 0	1 0 0	0 8 0	0 8 0	1 0 0
0 12 0	0 8 0	175	Horns of kinds	Ton	0 12 0	1 4 0	2 0 0	0 12 0	0 10 0	1 6 0
...	...	176	Ice	,,	0 8 0	1 4 0	1 12 0	0 8 0	1 4 0	1 12 0
...	...	177	Do. small quantities for use of ships in dock	Free	...	...	...	...	...	...
		178	Incense—*see* Olibanum.							
Measurement.		179	Indian Condiments	Case	Measurement.		...	Measurement.		
0 8 0	0 8 0	180	Indigo	Ton	1 4 0	1 8 0	2 12 0	1 4 0	1 0 0	2 4 0
Measurement.		181	Instruments, drawing, mathematical, musical, &c., not enumerated	Case	Measurement.		...	Measurement.		..
0 6 0	0 3 0	182	Ink	Case or package.	0 3 0	0 8 0	0 11 0	0 3 0	0 8 0	0 11 0
0 8 0	0 4 0	183	Do.	Cask	0 4 0	0 10 0	0 14 0	0 4 0	0 10 0	0 14 0
0 8 0	0 8 0	184	Ironmongery	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 4 0	2 0 0
Measurement.		185	Ironmongery, when no weight given	Package	Measurement.		...	Measurement.		...
0 8 0	0 4 0	186	Iron—Bar, hoop, pig, rod, scrap, steel hoop, sheets, bands, angle T, and old	Ton	0 6 0	0 14 0	1 4 0	0 6 0	0 14 0	1 4 0
0 12 0	0 6 0	187	Do. other than the foregoing, including girders, castings, pipes, &c., under 1½ tons weight	,,	0 8 0	1 4 0	1 12 0	0 8 0	1 4 0	1 12 0

						188	Do. for weights above 1½ tons —*see* Rates for Machinery.																
0	1	3	0	1	0	189	Ivory, elephants' tusks, &c. ...	Cwt	0	2	0	0	1	3	0	3	3	0	2	0	0	1	0	0	3	0
0	3	0	0	2	0	190	Ivory-ware	Package	0	4	0	0	6	0	0	10	0	0	4	0	0	6	0	0	10	0
0	8	0	0	8	0	191	Jaggery	Ton	0	9	0	1	4	0	1	13	0	0	9	0	1	4	0	1	13	0
0	4	0	0	2	0	192	Jars, fancy, large, China and Japan	Each	0	1	0	0	2	0	0	3	0	0	1	0	0	2	0	0	3	0
1	8	0	0	12	0	193	Do. common, large	One hundred	2	0	0	4	0	0	6	0	0	2	0	0	4	0	0	6	0	0
1	0	0	0	8	0	194	Do. do. small	,,	1	0	0	3	0	0	4	0	0	1	0	0	3	0	0	4	0	0
1	0	0	1	0	0	195	Jewellery and trinkets ...	Box or package.	0	8	0	1	0	0	1	8	0	0	8	0	1	0	0	1	8	0
0	4	0	0	2	0	196	Do. do. imitation ...	,,	0	2	0	0	6	0	0	8	0	0	2	0	0	6	0	0	8	0
0	3	0	0	2	0	197	Jute, pressed	Bale	0	1	0	0	4	0	0	5	0	0	1	0	0	2	0	0	3	0
		Special.				198	Kerosine Oil	Case of 8 Imp. gal.	0	0	6	0	0	9	0	1	3	0	0	6	0	0	9	0	1	3
0	8	0	0	8	0	199	Khootwood	Ton	0	12	0	1	4	0	2	0	0	0	12	0	1	4	0	2	0	0
0	2	0	0	1	0	200	Lac dye	Package	0	2	0	0	5	0	0	7	0	0	2	0	0	5	0	0	7	0
0	8	0	0	8	0	201	Lead, pig, piping, sheet, and rolls.	Ton	0	10	0	1	0	0	1	10	0	0	10	0	1	0	0	1	10	0
0	8	0	0	8	0	202	Do. black, white and red ...	,,	0	12	0	1	8	0	2	4	0	0	12	0	1	8	0	2	4	0
0	8	0	0	8	0	203	Do. shot	,,	0	12	0	1	8	0	2	4	0	0	12	0	1	8	0	2	4	0
0	4	0	0	2	0	204	Leather, foreign	Case or package	Measurement.						...			Measurement.						...		
0	8	0	0	8	0	205	Liquorice root	Ton	1	4	0	1	4	0	2	8	0	1	4	0	0	12	0	2	0	0
	...			...		206	Linseed Oil Cake	,,	0	9	0	0	9	0	1	2	0	0	9	0	0	9	0	1	2	0
							Live Stock :— ...																			
	...			...		207	Horses	Each	0	8	0	2	0	0	2	8	0	0	8	0	2	0	0	2	8	0
	...			...		208	Cows and Buffaloes ...	,,	0	4	0	1	8	0	1	12	0	0	4	0	1	8	0	1	12	0
	...			...		209	Calves and Pigs	,,	0	2	0	0	8	0	0	10	0	0	2	0	0	8	0	0	10	0
	...			...		210	Goats and Sheep	,,	0	1	0	0	4	0	0	5	0	0	1	0	0	4	0	0	5	0
	...			...		211	Dogs and Monkeys ..	,,	0	1	0	0	2	0	0	3	0	0	1	0	0	2	0	0	3	0
	...			...		212	Turkeys and Geese ..	One dozen	0	2	0	0	4	0	0	6	0	0	2	0	0	4	0	0	6	0
	...			...		213	Fowls and Ducks ...	,,	0	1	6	0	2	0	0	3	6	0	1	6	0	2	0	0	3	6
	...			...		214	Tigers, Bears, and other wild animals	Each	2	0	0	3	0	0	5	0	0	2	0	0	3	0	0	5	0	0
	...			...		215	Luggage of European sailors, ship captains, members of the Water Police, and preventive officers when proceeding on, or returning from, duty at the Dock																			
0	2	0	0	2	0	216	Luggage accompanying passengers	To pass free. Portmanteauxand-hand Packages	...			...			...			...			...			...		
	...			...		217	Do. do. do. ...	Trunks and cases	0	1	0	0	1	0	0	2	0	0	1	0	0	1	0	0	2	0
0	12	0	0	8	0	218	Machinery in pieces, up to 1½ tons weight	Ton	0	2	0	0	2	0	0	4	0	0	2	0	0	2	0	0	4	0
									0	12	0	1	4	0	2	0	0	0	12	0	1	4	0	2	0	0

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Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
1 0 0	0 12 0	219	Machinery in pieces, over 1½ and not exceeding 5 tons	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
1 4 0	1 0 0	220	Machinery in pieces, over 5 and not exceeding 8 tons	,,	0 12 0	2 0 0	2 12 0	0 12 0	2 0 0	2 12 0
1 8 0	1 2 0	221	Machinery in pieces, over 8 and not exceeding 12 tons ...	,,	0 12 0	4 0 0	4 12 0	0 12 0	4 0 0	4 12 0
2 0 0	1 4 0	222	Machinery in pieces, over 12 tons.	,,	0 12 0	6 0 0	6 12 0	0 12 0	6 0 0	6 12 0
Measurement.		223	Machinery in pieces, when no weight is given to be charged by measurement or weight at option of Dock Officers; if by measurement, 40 c. ft. to be considered a ton	Case or package	Measurement or weight.			Measurement or weight.		
0 8 0	0 8 0	224	Madder or Munjeet	Ton	0 12 0	1 4 0	2 0 0	0 12 0	0 12 0	1 8 0
1 0 0	1 0 0	225	Marble and marble slabs ...	,,	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
Measurement.		226	Matches	Case	Measurement ...			Measurement ...		
0 4 0	0 2 0	227	Mats of sorts, foreign	Package of 50	0 2 0	0 6 0	0 8 0	0 2 0	0 6 0	0 8 0
0 2 0	0 1 0	228	Do. country	One hundred	0 2 0	0 4 0	0 6 0	0 2 0	0 4 0	0 6 0
0 4 0	0 2 0	229	Matting, coir	Package	0 1 0	0 4 0	0 5 0	0 1 0	0 4 0	0 5 0
0 6 0	0 3 0	230	Do. rolls of coir carpet ...	,,	0 2 0	0 6 0	0 8 0	0 2 0	0 6 0	0 8 0
		231	Medicines—*see* Drugs.							
0 12 0	0 10 0	232	Metals, unenumerated	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
Special.		233	Military Stores, Arms, equipments not enumerated, up to 1½ tons	,,	0 12 0	1 4 0	2 0 0	0 12 0	1 4 0	2 0 0
		234	Do. for weights above 1½ tons—*see* Rates for Machinery.							
		235	Do. when no weight is given ...	Package	Measurement		...	Measurement		...

						236	Millinery—*see* Haberdashery.																	
						237	Mill Furnishings—*see* Rates for Machinery.																	
0	2	0	0	1	0	238	Mineral waters	Case or Cask	0	1	0	0	4	0	0	5	0	0	1	0	0	4	0	0	5	0
0	8	0	0	8	0	239	Mother-o'-Pearl Shells	Ton	1	4	0	1	4	0	2	8	0	1	4	0	0	12	0	2	0	0
	...			...		240	Mowra Flowers	,,	0	9	0	0	9	0	1	2	0	0	9	0	0	9	0	1	2	0
0	6	0	0	4	0	241	Myrabollams or Gallnuts and Beedanuts	,,	0	6	0	1	0	0	1	6	0	0	6	0	0	9	0	0	15	0
0	8	0	0	8	0	242	Nails, of sorts	,,	0	8	0	1	4	0	1	12	0	0	8	0	1	4	0	1	12	0
	Special.					243	Naphtha	Case or Carboy	0	1	0	0	2	0	0	3	0	0	1	0	0	2	0	0	3	0
0	8	0	0	8	0	244	Nux Vomica	Ton	0	12	0	1	4	0	2	0	0	0	12	0	0	12	0	1	8	0
0	1	0	0	1	0	245	Oils—Linseed, Castor, Gingelly, and other Vegetable ...	Tin or drum up to 10 gals.	0	1	0	0	1	6	0	2	6	0	1	0	0	1	6	0	2	6
0	12	0	0	8	0	246	Do. in casks ..	Ton	0	12	0	1	4	0	2	0	0	0	12	0	0	12	0	1	8	0
0	8	0	0	4	0	247	Do. perfumed ..	Case or pot	0	4	0	0	6	0	0	10	0	0	4	0	0	6	0	0	10	0
0	1	0	0	0	9	248	Oilman's Stores	Case below 2 c. ft.	0	1	0	0	1	0	0	2	0	0	1	0	0	1	0	0	2	0
0	1	6	0	1	0	249	Do. ...	Case from 2 to under 5 c. ft.	0	2	0	0	2	0	0	4	0	0	2	0	0	2	0	0	4	0
Measurement.						250	Do. ..	Case from 5 c. ft. and upwards.	Measurement ...									Measurement ...								
1	0	0	0	8	0	251	Olibanum or Incense	Ton	1	4	0	1	4	0	2	8	0	1	4	0	0	12	0	2	0	0
1	8	0	1	0	0	252	Opium	Chest of 140 lbs.	1	0	0	0	12	0	1	12	0	1	0	0	0	6	0	1	6	0
0	12	0	0	8	0	253	Do.	Half chest	0	8	0	0	6	0	0	14	0	0	8	0	0	3	0	0	11	0
0	1	0	0	0	6	254	Orsidue or brass leaves ...	Package	0	0	6	0	2	0	0	2	6	0	0	6	0	2	0	0	2	6
0	1	0	0	0	6	255	Overland post parcels	Each	0	0	6	0	2	0	0	2	6	0	0	6	0	2	0	0	2	6
0	8	0	0	8	0	256	Paints, oil	Ton	0	12	0	1	8	0	2	4	0	0	12	0	1	8	0	2	4	0
0	4	0	0	2	0	257	Paper of kinds	Case or bale	0	2	0	0	5	0	0	7	0	0	2	0	0	5	0	0	7	0
1	0	0	1	0	0	258	Pearls	Box or package	0	8	0	0	8	0	1	0	0	0	8	0	0	8	0	1	0	0
Measurement.						259	Do. imitation	,,	0	2	0	0	5	0	0	7	0	0	2	0	0	5	0	0	7	0
0	8	0	0	8	0	260	Pepper of kinds, & pepper roots.	Ton.	1	4	0	1	4	0	2	8	0	1	4	0	0	12	0	2	0	0
Measurement.						261	Perfumery—hair oil, pomades, &c.	Case	Measurement. ...									Measurement. ...								
4	0	0	2	0	0	262	Pianofortes	Each	2	0	0	5	0	0	7	0	0	2	0	0	5	0	0	7	0	0
0	4	0	0	2	0	263	Piece Goods, Cotton	Bale.	0	2	0	0	4	0	0	6	0	0	2	0	0	3	0	0	5	0
0	4	0	0	2	6	264	Do. Silks and Velvets .	,,	0	6	0	0	6	0	0	12	0	0	6	0	0	6	0	0	12	0
0	4	0	0	2	6	265	Piece Goods, Cotton & Silk, large bales	,,	0	6	0	0	6	0	0	12	0	0	6	0	0	6	0	0	12	0
0	4	0	0	2	0	266	Do. Woollens	,,	0	2	0	0	4	0	0	6	0	0	2	0	0	3	0	0	5	0
0	8	0	0	8	0	267	Pitch	Ton	0	12	0	1	8	0	2	4	0	0	12	0	1	8	0	2	4	0
						268	Porcelain—*see* Crockery.																	
						269	Plated-ware—*see* Bullion.																	

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free days allowed.	Rent per Week, or part of a Week, for Unclaimed Goods Warehoused.	No. of Item.	Description of Goods.	How Charged.	Imports.			Exports.		
					Wharfage Fee.	Dock and Landing Charges.	Total Charge, Wharfage and Landing.	Wharfage Fee.	Dock and Shipping Charges.	Total Charge, Wharfage and Shipping.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
1 0 0	1 0 0	270	Precious Stones	Box or case	0 8 0	0 8 0	1 0 0	0 8 0	0 8 0	1 0 0
...	...	271	Provisions, fresh, for voyage ..	Coolie-load	0 1 0	0 1 0	0 2 0	0 1 0	0 0 0	0 1 0
...	...	272	Do. for daily use of ships in dock	Free	..	..	...	...	...	...
0 2 0	0 1 0	273	Quicksilver	Bottle	0 2 0	0 3 0	0 5 0	0 2 0	0 3 0	0 5 0
0 2 0	0 1 0	274	Rags	Bale or package	0 1 0	0 3 0	0 4 0	0 1 0	0 2 0	0 3 0
Special.		275	Railway plant and materials, up to 5 cwts. in weight	Ton	0 8 0	1 0 0	1 8 0	0 8 0	1 0 0	1 8 0
Do.		276	Do. above 5 cwts. and up to 1½ tons	,,	0 8 0	1 4 0	1 12 0	0 8 0	1 4 0	1 12 0
Do.		277	Do. above 1½ tons and up to 5 tons	,,	0 8 0	1 8 0	2 0 0	0 8 0	1 8 0	2 0 0
Do.		278	Do. above 5 and up to 8 tons	,,	0 8 0	2 0 0	2 8 0	0 8 0	2 0 0	2 8 0
... ...		279	Do. above 8 tons ..	,,	0 8 0	3 0 0	3 8 0	0 8 0	3 0 0	3 8 0
		280	Rasins—*see* Fruits, dried.							
0 12 0	0 8 0	281	Rattans	,,	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
0 1 0	0 0 6	282	Rattans, Malacca	One dozen.	0 1 0	0 2 0	0 3 0	0 1 0	0 2 0	0 3 0
0 8 0	0 8 0	283	Rose flowers, dried	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
0 1 6	0 1 0	284	Rose-water	Case	0 1 6	0 3 0	0 4 6	0 1 6	0 3 0	0 4 6
0 1 0	0 0 6	285	Do.	Carboy	0 0 6	0 1 6	0 2 0	0 0 6	0 1 6	0 2 0
		286	Rope—*see* Cordage.							
0 8 0	0 8 0	287	Rosin	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
		288	Saddlery—*see* Harness.							
0 8 0	0 8 0	289	Safflower	,,	1 4 0	1 8 0	2 12 0	1 4 0	0 12 0	2 0 0
0 8 0	0 8 0	290	Sago	,,	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
Measurement.		291	Sago	Case or package	Measu	rement	...	Measu	rement.	...
0 8 0	0 8 0	292	Salammoniac	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
...	...	293	Salt, Country	,,	0 4 0	0 12 0	1 0 0	0 4 0	0 12 0	1 0 0

					294	Do. Refined—*see* Oilman's stores													
					295	Samples, Cotton, small .	Free												
0	1	0	0	0	6 296	Samples and Trusses, other than above	Parcel	0	1	0	0	2	0	0	3	0	0	1	0	0	2	0	0	3	0
Measurement.					297	Do. do. in cases ..	Case	Measurement.										Measurement.							
0	8	0	0	8	0 298	Sandalwood	Ton	1	4	0	1	0	0	2	4	0	1	4	0	1	0	0	2	4	0
0	2	0	0	1	0 299	Do. boxes and ware ..	Package	0	2	0	0	5	0	0	7	0	0	2	0	0	5	0	0	7	0
0	8	0	0	8	0 300	Sapanwood ...	Ton	0	12	0	1	0	0	1	12	0	0	12	0	0	12	0	1	8	0
0	6	0	0	4	0 301	Seeds, oil—Linseed, Teel, Rape, Mustard, Castor, Niger, Poppy, &c.	,,	0	9	0	0	9	0	1	2	0	0	9	0	0	9	0	1	2	0
0	12	0	0	8	0 302	Seeds, oil—other than oil seeds, unenumerated	,,	0	12	0	1	4	0	2	0	0	0	12	0	1	0	0	1	12	0
0	8	0	0	8	0 303	Senna Leaves	,,	0	12	0	1	8	0	2	4	0	0	12	0	1	0	0	1	12	0
1	0	0	1	0	0 304	Shark Fins	,,	1	4	0	1	0	0	2	4	0	1	4	0	1	0	0	2	4	0
0	8	0	0	4	0 305	Shawls, Cashmere and Delhi ...	Case or package	0	8	0	0	6	0	0	14	0	0	8	0	0	4	0	0	12	0
0	4	0	0	2	0 306	Do. European	,,	Measurement.						...			Measurement.						...		
0	8	0	0	8	0 307	Shellac	Ton	1	4	0	1	8	0	2	12	0	1	4	0	0	12	0	2	0	0
0	3	0	0	2	0 308	Shells, in cases, unenumerated .	Case	0	2	0	0	5	0	0	7	0	0	2	0	0	5	0	0	7	0
0	8	0	0	8	0 309	Do. in bags and loose, unenumerated	Ton	0	12	0	1	4	0	2	0	0	0	12	0	0	12	0	1	8	0
0	1	6	0	1	0 310	Shovels	Per doz.	0	1	0	0	2	0	0	3	0	0	1	0	0	2	0	0	3	0
0	4	0	0	2	0 311	Silk, raw	Case or bale	0	6	0	0	6	0	0	12	0	0	6	0	0	6	0	0	12	0
					312	Silk Piece Goods—*see* Piece Goods																			
					313	Silver-ware—*see* Bullion.																			
...			...		314	Skins, Goat and Sheep, tanned...	Bundle, bale or case	0	2	0	0	5	0	0	7	0	0	2	0	0	5	0	0	7	0
Measurement.					315	Soap, perfumed, foreign ...	Case	Measurement.						...			Measurement.						...		
Do.					316	Do. do. bar ...	,,	Do.						...			Do.						...		
...			...		317	Do. do. soft country, and bar	Ton	0	12	0	1	4	0	2	0	0	0	12	0	1	4	0	2	0	0
0	8	0	0	4	0 318	Spelter and Solder	,,	0	10	0	1	4	0	1	14	0	0	10	0	1	4	0	1	14	0
1	0	0	0	12	0 319	Spices—cinnamon, mace, nutmegs, cloves, bastard cardamoms, and others unenumerated	,,	1	4	0	1	4	0	2	8	0	1	4	0	0	12	0	2	0	0
						Spices—cardamoms—*see* Special rate for Cardamoms.																			
0	0	1½	0	0	3/4 320	Spirits, liquors & wines, in wood	Imp. gal.	0	0	2	0	0	1½	0	0	3½	0	0	2	0	0	1½	0	0	3½
0	0	9	0	0	3 321	Do. do. in bottle	1 dz. qts. or 2 dz. pts.	0	1	0	0	1	0	0	2	0	0	1	0	0	1	0	0	2	0
Measurement.						322 Stationery, unenumerated ...	Case or cask	Measurement.						...			Measurement.						...		
0	8	0	0	4	0 323	Steel	Ton	0	8	0	1	0	0	1	8	0	0	8	0	1	0	0	1	8	0

Removal and Delivery Charges should Unclaimed Goods be removed from the Wharf to the Warehouse after the expiry of Free days allowed.	Rent per Week, or part of a Week, for Unclaimed Goods warehoused.	No. of Item.	Description of Goods.	How Charged.	Imports.			Exports.		
					Wharfage Fee.	Dock and Landing Charges.	Total Charge, Wharfage and Landing.	Wharfage Fee.	Dock and Shipping Charges.	Total Charge, Wharfage and Shipping.
Rs. a. p.	Rs. a. p.				Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
0 12 0	0 8 0	324	Sugar and Sugarcandy	Ton	1 0 0	0 12 0	1 12 0	1 0 0	0 12 0	1 12 0
0 2 0	0 1 0	325	Do. Loaf	Case	0 2 0	0 3 0	0 5 0	0 2 0	0 3 0	0 5 0
0 8 0	0 8 0	326	Sulphur	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
0 8 0	0 8 0	327	Tallow—*see* Fat.							
0 2 0	0 1 0	328	Tar	,,	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
0 1 0	0 0 6	329	Tea	Chest of 60 lbs	0 2 0	0 1 6	0 3 6	0 2 0	0 1 6	0 3 6
0 1 0	0 0 6	330	Do.	Half chest	0 1 0	0 1 0	0 2 0	0 1 0	0 1 0	0 2 0
0 3 0	0 1 6	331	Do.	Pkg. below 30 lbs	0 0 6	0 0 6	0 1 0	0 0 6	0 0 6	0 1 0
0 12 0	0 8 0	332	Thread	Case	0 2 0	0 4 0	0 6 0	0 2 0	0 3 0	0 5 0
0 12 0	0 8 0	333	Tiles, flooring	Ton	0 12 0	1 8 0	2 4 0	0 12 0	1 8 0	2 4 0
0 12 0	0 4 0	334	Do. foreign, &c.	1,000	1 8 0	1 8 0	3 0 0	1 8 0	1 8 0	3 0 0
0 12 0	0 4 0	335	Timber — Blackwood, Ebony, Teak, and Pine in logs, and squares	Ton of 50 cubic feet	0 8 0	1 4 0	1 12 0	0 8 0	1 4 0	1 12 0
0 8 0	0 4 0	336	Do. planks and Scantlings..	,,	0 8 0	0 12 0	1 4 0	0 8 0	0 12 0	1 4 0
...	...	337	Tin of kinds	Ton	0 12 0	1 4 0	2 0 0	0 12 0	1 0 0	1 12 0
0 4 0	0 2 0	338	Tin Plates	Box	0 1 0	0 1 0	0 2 0	0 1 0	0 0 9	0 1 9
Measurement.	Measurement.	339	Tobacco, foreign or manufactured	Case	0 2 0	0 4 0	0 6 0	0 2 0	0 4 0	0 6 0
0 4 0	0 2 0	340	Do. country	Bale	Measurement.		..	Measurement.		...
Measurement.	Measurement.	341	Tortoise Shell	Case	0 4 0	0 5 0	0 9 0	0 4 0	0 5 0	0 9 0
0 2 0	0 1 0	342	Toys	,,	Measurement.		...	Measurement.		...
0 6 0	0 3 0	343	Trunks and Boxes	Each	0 2 0	0 4 0	0 6 0	0 2 0	0 4 0	0 6 0
Special.	Special.	344	Turmeric	Ton	1 4 0	1 4 0	2 8 0	1 4 0	0 12 0	2 0 0
0 4 0	0 2 0	345	Turpentine	Ten gals.	0 1 0	0 1 0	0 2 0	0 1 0	0 1 0	0 2 0
Measurement.	Measurement.	346	Twist and Yarn	Bale	0 2 0	0 4 0	0 6 0	0 2 0	0 3 0	0 5 0
0 1 0	0 0 6	347	Umbrellas	Case	Measurement.		...	Measurement.		...
...	...	348	Varnish	Five gals.	0 1 0	0 1 6	0 2 6	0 1 0	0 1 6	0 2 6
		349	Vegetables, fresh, for voyage ...	Coolie-load	0 0 6	0 1 0	0 1 6	0 0 6	0 1 0	0 1 6

...			...			350	Do.	Cart-load	0	3	0	0	4	0	0	7	0	0	3	0	0	4	0	0	7	0
0	2	0	0	1	0	351	Vermilion	Case	0	1	0	0	4	0	0	5	0	0	1	0	0	4	0	0	5	0
0	8	0	0	8	0	352	Watches, gold and silver ...	,,	0	8	0	1	0	0	1	8	0	0	8	0	1	0	0	1	8	0
0	4	0	0	2	0	353	Do. other than above ...	,,	0	4	0	0	8	0	0	12	0	0	4	0	0	8	0	0	12	0
0	8	0	0	8	0	354	Whiting	Ton	0	8	0	1	8	0	2	0	0	0	8	0	1	8	0	2	0	0
						355	Wines, &c.—*see* Spirits.																			
...			...			356	Wire, bottling ...	Case of 1 cwt.	0	1	0	0	1	0	0	2	0	0	1	0	0	1	0	0	2	0
1	0	0	0	8	0	357	Do. of sorts, unenumerated ...	Ton	0	12	0	1	8	0	2	4	0	0	12	0	1	8	0	2	4	0
Measure			ment.			358	Do. do. when no weight is given	Case	Measu		rement.				...			Measu		rement.				...		
0	3	0	0	1	0	359	Wool, unpressed	Docra up to 1½ cwts	0	2	0	0	4	0	0	6	0	0	2	0	0	4	0	0	6	0
0	4	0	0	2	0	360	Do. do.	,, to 3 cwts.	0	3	0	0	6	0	0	9	0	0	3	0	0	6	0	0	9	0
0	4	0	0	2	0	361	Do. do.	Bale or bora above 3 cwts.	0	4	0	0	8	0	0	12	0	0	4	0	0	8	0	0	12	0
0	3	0	0	2	0	362	Do. pressed	Bale	0	1	0	0	4	0	0	5	0	0	1	0	0	4	0	0	5	0
						363	Do. Berlin—*see* Haberdashery.																			
						364	Woollens—*see* Piece Goods.																			
0	12	0	0	6	0	365	Yellow metal, sheets, sheathing and braziers	Ton	0	12	0	1	8	0	2	4	0	0	12	0	1	8	0	2	4	0
0	8	0	0	6	0	363	Zinc Sheathing	,,	0	8	0	1	8	0	2	0	0	0	8	0	1	8	0	2	0	0
							On all Goods not enumerated, if in cases, bales, crates, or casks, and for all goods specified to be charged for by measurement, the rates will be :—																		
0	1	0	0	0	9	367	If under 3 cubic feet	Package	0	1	0	0	1	0	0	2	0	0	1	0	0	1	0	0	2	0
0	1	6	0	1	0	368	If 3 or under 5 cubic feet ...	,,	0	2	0	0	2	0	0	4	0	0	2	0	0	2	0	0	4	0
0	2	6	0	1	6	369	If 5 or under 10 cubic feet ...	,,	0	2	6	0	4	0	0	6	6	0	2	6	0	4	0	0	6	6
0	4	0	0	2	0	370	If 10 or under 15 cubic feet ..	,,	0	3	0	0	5	0	0	8	0	0	3	0	0	5	0	0	8	0
0	5	0	0	2	6	371	If 15 or under 20 cubic feet ...	,,	0	4	0	0	6	0	0	10	0	0	4	0	0	6	0	0	10	0
0	6	0	0	3	0	372	If 20 or under 30 cubic feet ...	,,	0	6	0	0	8	0	0	14	0	0	6	0	0	8	0	0	14	0
0	10	0	0	5	0	373	If 30 or under 40 cubic feet ...	,,	0	7	0	0	12	0	1	3	0	0	7	0	0	12	0	1	3	0
0	14	0	0	7	0	374	If 40 or under 50 cubic feet ...	,,	0	8	0	1	0	0	1	8	0	0	8	0	1	0	0	1	8	0
1	0	0	0	8	0	375	If 50 or under 60 cubic feet ...	,,	0	10	0	1	4	0	1	14	0	0	10	0	1	4	0	1	14	0
0	1	0	0	0	9	376	For every 10 cubic or part of 10 cubic ft. additional	,,	0	1	0	0	1	0	0	2	0	0	1	0	0	1	0	0	2	0
1	4	0	0	8	0	377	On all goods not enumerated chargeable by weight ...	Ton	0	12	0	1	8	0	2	4	0	0	12	0	1	8	0	2	4	0
...			...			378	Sundries unmanifested ...	Coolie-load	0	1	0	0	1	0	0	2	0	0	1	0	0	1	0	0	2	0

1. The following charges will be made for loading and unloading carts at the Dock :—

For spirits, wines, candles, copper and yellow metal in cases—1½ annas per cart.
For other goods except machinery—1 anna per cart.
For machinery by truck—special rates.

The Traffic Manager has discretionery power to allow consignees or shippers to load or unload carts.

2. Transhipment of goods, if supported by Customs documents, will be permitted free.

3. *Rents A.—Import Goods except Iron.*—Dutiable goods and duty free piece-goods and yarns will be allowed 7 days and duty-free goods 5 days free of rent after landing. After these free days have expired, extra rents will be incurred for every 3 days, or part of 3 days, at the rate of wharfage fee to which the goods may be liable.

Four days after expiry of free days, goods may be removed into the warehouse for unclaimed goods.

B.—Iron will be allowed 7 days free of rent after landing ; thereafter ground rent will be charged for space occupied at the rate of Rs. 20 for 500 square feet per mensem in the open air, and Rs. 30 for 500 square feet per mensem in sheds.

Goods for Export. A.—Goods brought for shipment when no vessel is named, will be charged rent from the date of the receipt of the goods to the date on which a vessel may be named.

B.—Goods brought for shipment by any vessel which may be named, will be allowed 10 days free of rent if the goods be kept in the open and 7 days if the goods be kept in the sheds. Exporters must elect where goods are to be placed, whether in the open air or in sheds. When the name of a ship or steamer is given for a full cargo to be loaded in the Dock by one shipper, cargo will be received and stored free of rent in the transit sheds for 15 days from date of application. After the expiry of 15 days the same rent as is levied on warrant goods, viz., one anna per ton per week or portion of a week will be charged. This arrangement will be subject to there being available space in the Dock sheds.

C.—Goods brought for shipment, but which may not be shipped but removed by cart, will be charged rent from the date on which they were brought for shipment.

D.—After the free days have expired, rent will be incurred for every 3 days, or part of 3 days, at the rate of wharfage fee to which the goods may be liable.

In computing the days for charging rents, Sundays and such holidays as may be notified in the *Government Gazette*, as well as any days on which Imperial duty may not be received, will be omitted.

No "free days" will be allowed for coal, coke, or patent fuel.

4. Consignees of specie must themselves take delivery from the ship.

5. Ships' stores and coal, for consumption on board the vessel to which they are taken, may be conveyed in lighters into Dock, and taken on board from such lighters free of charge.

6. Import goods delivered into lighters alongside for removal out of Dock will be charged ¼ of the combined charge for wharfage

and Dock charges; export goods taken on board from lighters alongside will be charged ½ the combined charges for wharfage and Dock charges. (*Note.*—Dock fees on cotton received into vessels in Dock from boats alongside will not be levied until 1st April 1880.)

7. Vessels will be charged 2 annas per ton for cranage should Dock cranes be made use of for loading export cargo. Single wharfage as a transhipment fee to be charged, also 2 annas per ton import and 2 annas per ton export cranage when Dock cranes are used, the wharfage fee to cover the right to deposit on wharf 3 days thereafter the ordinary Dock ground or shed rent charges to be levied the ship to make its own arrangements for handling the goods.

8. Burst bales, &c., relanded in course of shipment, for repacking, will not be charged a second wharfage fee.

9. Railway materials for the G. I. P. and B. B. and C. I. Railway Companies will be allowed free overside delivery in the Dock, and lighters employed to remove the same will be exempted from Dock dues.

10. Ballast brought from a Port Trust Bunder, and on which wharfage fees have been paid, will be allowed into Dock free of charge, and similarly all ballast taken out of a vessel in Dock by boats may be passed free, if removed to a Port Trust Bunder. Ballast brought from private bunders or from across the harbour into Dock will be charged the Trustees' "outlying Bunders" wharfage fee, but ballast brought or taken away by cart will be charged 4 annas per ton.

11. The Trustees will only accept resposibility for damage which may be caused by want of reasonable care on the part of their own servants.

12. In addition to the foregoing charges on goods, every vessel using the Dock (except Troop-ships, for which special rates will be arranged) will be charged 4 pies per register ton per diem. 1. Vessels not to be charged for Sundays or holidays when no work is done. 2. Vessels lying in Dock without cargo waiting for charter or cargo and not working not to be charged Dock dues for the time they so lie idle, but to give up their berth if required to another working vessel. 3. A vessel which may have remained in Dock idle for 10 days may be ordered out of Dock by the Superintendent if her berth is needed.

13. Dock dues on all country craft (not square-rigged) will be charged at the rate of 2 pies per ton per diem. (*Note.*—Such Dock dues will not be charged until 1st April.)

14. When Dock cranes are made use of, Rs. 60 per night from 6 p.m. to 6 a.m.

Do. Rs. 30 per half night from 6 p.m. to mid-night.

When Dock cranes are not made use of, Rs. 30 per night from 6 p.m. to 6 a.m.

Do. Rs. 15 per half night from 6 p.m. to mid-night.

By order of H. E. the Hon'ble the Governor in Council,

JOHN A. M. MACDONALD, Colonel,
Secretary to Government.

Note.—The day that a vessel enters and the day she leaves the Dock should be counted as one day. Part of a day should be charged as a whole day.

BOMBAY PORT TRUST.

RULES FOR GUIDING ISSUE OF WARRANTS, CHARGES, &c.

1. Warrants will be issued on application (provided that there is no lien for freight or otherwise) upon payment of wharfage, landing and other charges, and all subsequent charges must be paid by the holder of the warrant before delivery of the goods.

2. Warrants will be transferable by endorsement without production.

3. Proprietors of goods may clear rent and incidental charges on goods covered by warrant up to any desired date and have new warrants accordingly.

4. Warrants will be made out for such quantities of goods as may be convenient to importers, provided the lotting operations are satisfactorily completed beforehand.

5. Should delivery of the whole contents of a Warrant be directed, and the goods not be removed within two days, a new warrant for the remainder of the goods must be taken out.

6. When the holders of warrants are desirous of assigning part contents without delivery, re-weighing, re-housing, &c., new documents may be obtained in exchange of the originals on lodging the originals duly endorsed. The endorsement should specially direct the manner in which the contents are to be divided, and state the names of the parties in whose favour the warrants are to be issued, in the following form :—

"*Please to divide the within*" or when part is to be delivered, "*Deliver to bearer* (state how many packages) *and grant new*_____*one for* (state how many packages) *in favour of*_____*one for, &c.*"

7. Warrants may be, if desired by the holders, exchanged or divided without assigning the goods, at the same rate of charge.

8. Original Warrants will be granted free of charge beyond the cost of stamp, but for other warrants the charge will be as follows, in addition to the cost of stamps :—

FOR EACH WARRANT.

1 to 2	Packages or Quantities...	As.	½
3 to 4	,, ...	,,	1
5 to 7	,, ...	,,	1½
8 to 10	,, ...	,,	2
11 to 15	,, ...	,,	2½
16 to 20	,, ...	,,	3
21 to 25	,, ...	,,	3½
26 to 30	,, ...	,,	4
31 to 35	,, ...	,,	5
36 to 40	,, ...	,,	6
41 to 45	,, ...	,,	7
46 and upwards	... ...	,,	8
Goods in bulk, per ton	... ...	,,	2

9. If from the nature of the contract between the seller and the buyer, re-weighing may be necessary, new warrants, if desired, will be issued on depositing the warrants endorsed with directions to that effect, containing the landing weights and re-weights as soon as the operations are completed.

10. When any alterations, such as re-packing, &c., are to be made (except when preparatory to immediate delivery), the warrants must be lodged and others representing the goods correctly issued in the same manner.

11. In the case of casks of liquids used to fill up others, the warrant must be lodged, and the proprietor may either have a new warrant for the remainder, or it may be delivered (if not required to be used again) in the same way to his order.

12. In the last three mentioned cases the charges for performing the operations include the expense of the new warrants.

13. When warrants are lost or mislaid, the circumstance should be advertised and an engagement to indemnify the Port Trust by bond or otherwise enclosed with the application for duplicates. New documents will not be issued (unless the originals shall be found and delivered up) until seven clear days have elapsed from the date of notice by advertisement. Upon notice being given of the loss, the goods will be stopped, and the original document will on no account be acted upon unless the matter is satisfactorily explained in writing.

14. Irregularities in the endorsements lessen the security of the proprietors of goods, and render documents incomplete as authorities. The attention of the holders of warrants is therefore particularly called to that point, to prevent the impediments which must otherwise arise to the regular despatch of business; but they must not attempt to remove such impediments by endorsing any warrant without due authority.

15. When parties holding orders for delivery from the quays wish the goods housed in their own names or in the names of other parties, they must lodge the order endorsed to that effect, and warrants will be granted accordingly.

16. Weight notes corresponding to the warrants will be furnished, when required, at a charge of annas each.

WAREHOUSE DEPARTMENT.

Scale of Charges for Goods on which Warrants may be granted by the Bombay Port Trust.

	Goods.	Per	Storage and Delivery Charges.	Rent per Week or portion of a Week.
			Rs. a. p.	Rs. a. p.
1.	Alum	Ton	0 8 0	0 1 0
2.	Beef and Pork	Tierce	0 4 0	0 0 6
3.	Do. do.	Barrel	0 3 0	0 0 4
4.	Canvas	Bale up to 12 c. ft.	0 2 0	0 0 6
5.	Do.	Bale above 12 c. ft.	0 3 0	0 1 0
6.	Cardamoms	Cwt.	0 0 6	0 0 2
7.	Cement	Ton	0 8 0	0 1 0
8.	Coffee	,,	0 8 0	0 1 0
9.	Coir Yarn	,,	0 8 0	0 2 0
10.	Copperas	,,	0 8 0	0 1 0
11.	Cotton	Bale	0 1 6	0 0 4
12.	Cutlery Pkg.	For every 2 c. ft.	0 0 4	0 0 1
13.	Fibre	Bale	0 1 0	0 0 4
14.	Ginger, dry	Ton	0 6 0	0 1 0

	Goods.	Per	Storage and Delivery Charges. Rs. a. p.	Rent per Week or portion of a Week. Rs. a. p.
15.	Glassware and Earthenware	Pkg. up to 12 c. ft.	0 2 0	0 0 6
16.	Do. do.	Pkg. above 12 c. ft.	0 3 0	0 1 0
17.	Grain	Ton	0 5 0	0 0 8
18.	Ground Nuts	,,	0 5 0	0 0 8
19.	Gums	,,	0 8 0	0 1 0
20.	Gunnies	Per 50 bags or pieces.	0 0 9	0 0 2
21.	Do			
22.	Hardware Pkg.	For every 2 c. ft.	0 0 4	0 0 1
23.	Hessians, same as for Canvas.			
	METALS—			
24.	Iron—Hoop, Sheet, Nail and Rod	Ton	0 8 0	0 0 8
25.	Iron—Bars and Bundles	,,	0 6 0	*0 0 6
26.	Copper and Yellow Metal, in cases	,,	0 10 0	0 1 0
27.	Zinc Sheets	,,	0 8 0	0 1 0
28.	Copper, Zinc, Spelter, Tin in Tiles or Steel	,,	0 8 0	0 1 0
29.	Indigo	,,	0 8 0	0 2 0
30.	Mother-o'-Pearl Shells	,,	0 8 0	0 2 0
31.	Myrabollams (gallnuts)	,,	0 5 0	0 0 8
32.	Oil Cocoanut	,,	0 8 0	0 1 6
33.	Oil Seeds	,,	0 5 0	0 0 8
34.	Opium	Chest	0 4 0	0 4 0
35.	Pepper, in bales and cases	Pkg	0 3 0	0 0 6
36.	Paints	Ton	0 8 0	0 1 0
37.	Pepper	,,	0 6 0	0 1 6
38.	Piece-Goods	Bale	0 2 0	0 0 5
39.	Sandal and Sapan wood	Ton	0 8 0	0 2 0
40.	Senna Leaves	,,	0 6 0	0 1 0
41.	Sharkfins and Fishmaws	,,	0 8 0	0 4 0
42.	Shawls	Pkg.	0 4 0	0 4 0
43.	Sugar	Ton	0 6 0	0 0 8
44.	Spices, except Cardamoms	,,	0 8 0	0 1 0
45.	Tea	Chest	0 1 0	0 0 3
46.	Tin Plates	Ton	0 8 0	0 0 6
47.	Tobacco	Case	.....	.....
48.	Turmeric	Ton	0 6 0	0 1 0
49.	Twist and Yarn	Bale	0 2 0	0 0 5
50.	Wool	,,	0 2 0	0 0 6
	Goods not enumerated if charged by measurement	C. ft.	0 0 3	0 0 1
	Do. by weight	Ton	0 8 0	0 1 0

* Open air accommodation ; should shed accommodation be required, the rent will be 8 pies per ton.

All goods weighed and re-stored by the Warehouse Department will be charged one-half of the original storage and delivery charge.

The storage and delivery charge will cover cost of moving goods from transit shed to the warehouse, or from the warehouse to the transit shed.

Loading or unloading of carts will be charged for as follows :—

Loading or unloading packages up to 2 cwts., 1 anna per cart.

Loading packages over 2 cwts., at rates to be arranged with Traffic Manager.

Unloading packages over 2 cwts., at rates to be arranged with Traffic Manager.

Loading and unloading together, 1½ anna per cart, packages up to 2 cwts.

The Traffic Manager to have the option of allowing merchants to load or unload their carts.

Weighment of goods will be charged for at 3 annas per ton.

By order of the Trustees,

JOHN RYAN,

Traffic Manager, Bombay Port Trust.

BOMBAY PORT TRUST.

SCALE OF WHARFAGE, CRANAGE AND OTHER FEES TO BE CHARGED AT PORT TRUST BUNDERS.

Sanctioned by the Government of Bombay under Sec. 43, "Bombay Port Trust Act, 1879," on the 15th day of November, 1879.

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
1	Acids	Case	0 4 0
2	Aërated waters	One doz.	0 0 3
3	Akroots (walnuts)	Package	Measurement
4	Ale, beer, porter and cider, in wood	Hogshead	0 4 0
5	Do. do.	Kilderkins	0 2 0
6	Do. do. in bottles.	1 doz. qts. or 2 doz. pints	0 0 6
7	Alkali (sajekar)	Ton	0 12 0
8	Almonds	,,	1 4 0
9	Aloes, black	,,	0 12 0
10	Alum (fatki)	,,	0 12 0
11	Ambasee (dried mango)	,,	0 12 0
12	* Anchors, grapnels, &c., English.	,,	0 8 0
13	Do. do. country.	Coolie-load	0 0 6
14	Animals—*see* Live Stock.		
15	Antimony (soorma)	Ton	0 12 0
16	Apparel, not accompanying passengers	Package	0 2 0
17	Arrowroot, country	Ton	0 12 0
18	Do. foreign	Case or package	Measurement
19	Arsenic	Package	Do.
20	* Asphalte	Ton	0 8 0
21	Assafœtida in bulk (hing), fine	,,	2 8 0
22	Do. do.	Case or package	0 4 0
23	Do. course (Hingola)	Ton	0 12 0
24	Bagatelle tables	Each	2 0 0
25	* Ballast stones	Boat under 25 tons burden	1 0 0
26	* Do.	Boat over 25 and up to 50 tons	2 0 0
27	* Do.	Boat over 50 tons burden	2 8 0
28	* Bamboos	Regd. ton of vessel	0 4 0
29	* Do. tokers by raft	One hundred	1 0 0
30	* Do. and tokers	Cart-load	0 4 0
31	Bamboo blinds, in bundles	Regd. ton of vessel	0 4 0
32	Do. do.	One hundred bundles	1 0 0
33	Do. do.	Cart-load	0 4 0
34	Bangles, Country	Package	0 1 0
35	Do. do.	Cart-load	0 6 0
36	Do. foreign	Case	0 2 0
37	Bardans (old gunnies)	Bundle or package	0 1 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
38	* Bark, shemby	Regd. ton of vessel	0	6	0
39	* Do. of sorts	Ton	0	12	0
40	* Baskets, cane	One dozen	0	0	6
41	* Do. bamboo and mat .	,,	0	0	3
42	Beads, in bags	Bag	0	2	0
43	Do. in cases	Case	0	2	0
44	Bedsteads, country	Each	0	2	0
45	Beef or pork	Tierce	0	4	0
46	Do. do.	Barrel	0	2	0
47	Bees' wax	Package	0	2	0
48	Betelnut	Ton	0	12	0
49	Betel leaves	Package	0	0	6
50	Do. do.	Cart-load	0	4	0
51	Bhang	Ton	1	4	0
52	Bhat (paddy)	Candy of 20 furrahs	0	3	0
53	Biscuit, ship	Ton	0	12	0
54	Do. in cases	Case	Measurement		
55	Do. in tins	One dozen	0	3	0
56	Billiard Tables	Each	5	0	0
57	Blood stones	Case or package	0	2	0
58	* Boats (hodies)	Each	0	4	0
59	* Boats, jolly	,,	0	8	0
60	* Boats, muchwas and bullows	,,	0	8	0
61	Boilers below 8 tons	Ton	0	12	0
62	Boilers from 8 to 10 tons in weight	Each	10	0	0
63	Do. from 10 to 15 tons ..	,,	15	0	0
64	Do. above 15 tons	,,	20	0	0
65	* Bones	,,	0	9	0
66	Books	Case	Measurement		
67	Boots and shoes, English ...	,,	Do.		
68	Do. do. country ...	Bundle or package	0	1	0
69	Borax (unrefined)	Ton	0	12	0
70	* Bottles, empty	Crate, cask or case	0	2	0
71	* Do. do. loose .	Cart-load	0	3	0
72	* Do. do.	Coolie-load	0	0	6
73	* Boxes, country, empty ..	One dozen	0	4	0
74	* Do. unmade, from Malabar Coast ..	Regd. ton. of cargo boat	0	4	0
75	* Do. do.	Cart-load	0	4	0
76	Do. horse and cattle, empty	Each	0	8	0
77	Bran	Candy of 8 furrahs or 9 Indian mds.	0	1	0
78	Brass leaves—*see* Orsidue.				
79	Brass of sorts, and ware ...	Ton	0	12	0
80	Do. do. when no weight is given	Package	Measurement		
81	Bricks, bath	Case	0	1	0
82	* Do. country	Regd. ton. of vessel	0	4	0
83	* Do. do.	Cart-load	0	2	0
84	* Do. foreign	Per thousand	1	8	0
85	Brooms	One hundred	0	0	6
86	Bullion, specie, gold and silver-ware and coins, plate, &c. ...	Box or package	0	4	0
87	Burroo (country pens) ...	Package of 6 c. ft. and under	0	1	0
88	Do. do. ...	Package over 6 c. ft.	0	2	0

No. of Item.	Description of Goods.	How charged.	Warfage Fee. Rs.	a.	p.
89	* Casks and hogsheads ..	Each	0	1	0
90	* Casks and hogsheads, half and quarter	,,	0	0	6
91	* Cables, chain	Ton	0	8	0
92	* Do. hemp	,,	0	12	0
93	* Cadjans	Regd. ton of vessel	0	4	0
94	* Do.	Cart-load	0	4	0
95	Cajoo or cachewnuts	Package	0	2	0
96	Cambay stones	Case or package	0	2	0
97	Camphor	Ton	1	4	0
98	Candles	Cwt.	0	2	0
99	Canes—*see* Ratans.				
100	Canvas	Bale	0	3	0
101	Do.	Bolt	0	0	6
102	Camphor-wood drawers ...	Each piece	0	4	0
103	Capoor cutchree	Ton	0	12	0
104	Cardamoms	Cwt.	0	2	0
105	Do. bastard—*see* Spices.				
106	Carpets, country	Case or package	0	1	0
107	Do. foreign ...	,,	0	4	0
108	* Carriages, four-wheeled	Each	4	0	0
109	* Do. two-wheeled .	,,	3	0	0
110	* Carts, country	,,	0	8	0
111	* Cart wheels ...	Pair	0	4	0
112	Cassa ware, white metal	Ton	0	12	0
113	Catechu	Pakage of 4 c. ft. and under	0	0	6
114	Do.	Package over 4. c. ft.	0	1	0
115	Cement	Ton	0	8	0
116	Chairs, in bundles	Bundle	0	1	0
117	Chairs, loose	Each	0	0	6
118	Chalk	Ton	0	6	0
119	Charcoal	Regd. ton. of vessel	0	4	0
120	* Charpoys	Each	0	1	0
121	Cheese, in cases	Case	Measurement		
122	Do. loose	Each	0	0	3
123	Chemicals—*see* Drugs and Medicines.				
124	Cheroots and Cigars	Case	Measurement		
125	Chillies, dried	Ton	0	12	0
126	* Chillims, for hookas . ..	One thousand	0	1	0
127	China, copper cash	Ton	0	12	0
128	China flower pots	Each	0	0	6
129	Do. garden seats	,,	0	2	0
130	Do. Preserves and Chow-chow	Case of ½ dozen and under	0	1	0
131	Do. do. ...	Case of over ½ doz.	0	2	0
132	Do. do. ...	Jar or pot	0	0	3
133	Do. roots	Ton	0	12	0
134	Do. and Japan fancy goods ..	Case	Measurement		
135	Do. ware in rolls, large ...	One doz.	0	3	0
136	Do. do. small ...	,,	0	1	6
137	Do. white copper ware .	Case	0	3	0
138	Chooney	Candy of 8 furrahs or 9 Indian mds.	0	2	0
139	* Chunam, loose	Regd. ton. of vessel	0	4	0
140	* Do. in packages ...	Ton	0	8	0
141	* Do. stones	,,	0	8	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
142	* Clay, China and fire	Ton	0 12 0
143	* Do. country *	Regd. ton. of vessel	0 3 0
144	Clay figures	Case.	0 2 0
145	Clocks...	Case of 8 c. ft. and over	0 8 0
146	Do.	Case of under 8 c. ft.	0 4 0
147	* Coal, coke, cinders, patent fuel and ashes	Ton	0 2 0
148	Do. do. do. ..	Cart-load	0 2 0
149	* Coal shoots	Each	0 4 0
150	Cocoanuts, loose	One thousand	0 4 0
151	Do. in packages	Package	0 1 0
152	Cochineal	Cwt.	0 2 0
153	Cocum	Ton	0 12 0
154	Do. oil	Case or pot	0 4 0
155	Coffee	Ton	0 12 0
156	Do. dross	,,	0 6 0
157	Coins, copper	Box or package	0 1 0
158	Coir fibre	Ton	0 9 0
159	Do. pressed	Bale	0 1 6
160	Do. rope, cable, cordage, and yarn	Ton	0 12 0
161	Colombo root	,,	0 12 0
162	Confectionery	Case	Measurement
163	* Coojas or goblets, Muscat ...	One hundred	0 4 0
164	* Do. do. Goa, common	,,	0 2 0
165	Coormoora (parched rice)	Package	0 0 6
166	Coosoomba—*see* Safflower.		
167	* Copper, in sheets, slabs, or tiles .	Ton	0 12 0
168	Do. ware and wire ..	,,	0 12 0
169	Do. when no weight is given	Package	Measurement
170	Copperas	Ton	0 12 0
171	Copra	,,	0 12 0
172	Coral	Package or box	0 8 0
173	Do. imitation	Case	Measurement
174	Cordage and hawsers, hemp, Europe and Manilla... ...	Ton	1 0 0
175	Coriander seed	,,	0 9 0
176	Corks	Bale or case	Measurement
177	Cotton, raw, pressed	Bale	0 1 0
178	Do. unpressed	Bale or docra of over 3 cwts.	0 1 0
179	Do. do.	Do. under 3 cwts.	0 0 6
180	* Cotton screw-jacks	Each	0 0 6
181	Couches and sofas	,,	0 2 0
182	Cowries	Ton	0 12 0
183	Crackers, China	Case of one picul of 133 lbs.	0 4 0
184	Do. do.	Case under one picul	0 2 0
185	Crockery, porcelain, and earthenware	Crate or hogshead	Measurement
186	Croton seed (jamalgotee) ...	Ton	0 12 0
187	Cummin seed	,,	1 4 0
188	Cuppas (mat bags)	One hundred	0 4 0
189	Do.	Coolie-load	0 0 6

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
190	Cutlery	Case	Measurement		
191	Dammer	Ton	0	9	0
192	Dates, dry	Ton	0	12	0
193	Do. wet	,,	0	12	0
194	Do. in pots	One doz. pots.	0	4	0
195	* Dhooleakar (country soda earth) .	Regd. ton. of vessel	0	6	0
196	Do. part cargo and in bags	Ton	0	9	0
197	Dhowri flowers	,,	0	12	0
198	* Dinner cups (leaves)	Fifteen "hundred	0	0	3
199	* Do. leaves	,,	0	0	3
200	Dishes, wooden, large	Score	0	1	0
201	Do. do. small	,,	0	0	6
202	* Disinfecting powder...	Ton	0	12	0
203	Dragon's blood	Case	0	2	0
204	Drugs and medicines, foreign, not enumerated	Case or package	Measurement		
205	Do. do. country ...	Bag	0	2	0
206	Drums, dubbers and dubbas ...	One hundred	0	12	0
207	Dyes, country, not enumerated.	Ton	0	12	0
208	Do. foreign	Case or package	Measurement		
209	Earthen retorts and piping for drainage ..	Ton	0	12	0
210	Earthenware, foreign—*see* Crockery.				
211	* Earthenware, country, by cargo boats and coasting vessels	Regd. ton. of vessel	0	3	0
212	* Eggs	Basket or pot	0	0	6
213	Elephants' tusks and Moyes teeth—*see* Ivory.				
214	Engines, garden	Each	0	4	0
215	Fans	Case	0	2	0
216	Fat, grease, lard and tallow ...	Ton	0	12	0
217	Feathers	Case or package	0	2	0
218	Felt	Bale	Measurement		
219	* Firewood	Regd. ton. of vessel	0	4	0
220	* Do.	Cart-load	0	2	6
221	* Fish, fresh	Mutchwa or bullow per month	2	0	0
222	* Do. do.	Hody per month	1	0	0
223	* Do. do.	Boat manned by 2 men	0	8	0
224	Fish, salted and dried, in packages...	Ton	0	12	0
225	Do. do. ... loose ...	Redg. ton. of vessel	0	8	0
226	Do. do.	Cart-load	0	4	0
227	Fish, tamarind	Keg	0	1	0
228	Fish-maws	Ton	1	4	0
229	Fishing nets, new	Each	0	2	0
230	Do. tackle	Case	0	2	0
231	Fish, roe	Pot or package	0	1	0
232	Flax	Bale	0	2	0
233	Flour	Ton	0	12	0
234	Flour in barrels, no weight given	Barrel	0	1	0
235	* Fruits, fresh, foreign ...	Case	0	1	0
236	* Do. do.	Barrel	0	1	6

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
237	* Fruits, from Zanzibar and Muscat ..	Basket	0	0	6
238	* Do. from Cabul	Large basket or jambil	0	6	0
239	* Fruits, fresh, country ...	Regd. ton. of vessel	0	4	0
240	* Do. do. part cargo ..	Cart-load	0	3	0
241	* Do. country ...	Coolie-load	0	0	6
242	Fruits, dry, not enumerated ..	Ton	1	4	0
243	Do. from Europe ...	Case	Measurement		
244	Furniture, not accompanying passengers ...	,,	Do.		
245	Gallnuts—*see* Myrabollams.				
246	Ganja (*cannabis indica*) ...	Ton	1	4	0
247	Garlic	,,	0	12	0
248	Ghee	,,	1	4	0
249	Ginger, dry (Soonth)	,,	1	4	0
250	* Do. green	Regd. ton. of vessel	0	4	0
251	* Do. do. part cargo ...	Cart-load	0	3	0
252	Glass-ware	Hogshead	Measurement		
253	Glass, window	Box	0	1	0
254	Do. broken	Package	0	1	0
255	Glue	Ton	1	4	0
256	Goat's hair, loose, in bundles ...	Bundle or package	0	0	6
257	Do. do. pressed	Bale	0	1	0
258	Gold leaf—*see* Bullion.				
259	Do. mock	Box or package	0	1	0
260	Gold and silver lace or jury ...	,,	0	4	0
261	Grain of all kinds, loose and in bags...	Per ton of 3 candies 8 furrahs or 9 Indian Maunds to candy	0	6	0
262	* Grass, Green	Regd. ton. of ves el	0	4	0
263	* Do.	Cart-load	0	2	0
264	Grass-oil	Case or Pot	0	4	0
265	Grinding-stones, country ...	Pair	0	0	6
266	Groundnuts	Ton	0	9	0
267	Gums of kinds, not enumerated.	,,	1	4	0
268	Gunny pieces and bags ...	Bale	0	4	0
269	Do. do. ..	Half bale	0	2	0
270	Do. do. ...	Bundle of 50 pieces	0	1	0
271	Gunpowder	.....	...		
272	Guns, large, cannons, howitzers, &c.—*see* Military Stores and Arms.				
273	Do. small rifles and fowling pieces, but not including military arms and equipment	Case	0	4	0
274	Do. do. pistols, revolvers, &c. do. ...	,,	0	2	0
275	Haberdashery, millinery and hosiery	,,	Measurement		
276	Hams, in cases	,,	Measurement		
277	* Do. loose	Each	0	0	3
278	* Hardware	Ton	0	12	0
279	Do. when no weight is given	Package	Measurement		
280	Harmoniums	Each	1	0	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
281	Harness and harness requisites	Case	Measurement
282	Hats and Caps—*see* Haberdashery and Millinery.		
283	* Hay and straw	Regd. ton. of vessel	0 4 0
284	* Do. pressed	Bale	0 0 6
285	* Do. in bundles	Cart-load	0 2 0
286	Hemp, loose, in bundles	Ton	0 9 0
287	Do. pressed	Bale	0 1 0
288	Hessians	,,	0 3 0
289	* Hides, buffalo, &c.	One hundred	0 8 0
290	Honey	Package or pot	0 1 0
291	Hookas (cocoanut shells)	Package	0 1 0
292	Horns, buffalo, bullock and deer	Ton	0 12 0
293	Hulwa, in plates	Doz. Plates	0 1 0
294	Do. in jambils	Doz. Jambils	0 0 6
295	* Husk or chaff for burning bricks	Regd. ton. of vessel	0 2 0
296	Do. for animals	Candy of 8 furrahs or 9 Indian mds.	0 1 0
297	Ice (small quantities for daily consumption on board to pass free)	Ton	0 8 0
298	Incense—*see* Olibanum.		
299	Indian condiments	Case	Measurement
300	Indigo	Ton	1 4 0
301	Ink	Case	0 3 0
302	Do.	Cask	0 4 0
303	Instruments, drawing, mathematical, musical and others not enumerated	Case or Package	Measurement
304	Ironmongery	Ton	0 12 0
305	Do. when no weight is given	Case	Measurement
306	* Iron, bar, hoop, pig, rod, scrap steel, hoop, sheets, bands, angle, T. and old	Ton	0 6 0
307	* Iron, other than the foregoing, including girders, casting pipes, &c.	,,	0 8 0
308	Ivory and Elephant tusks	Cwt.	0 2 0
309	Do. ware	Package	0 4 0
310	Jaggery	Ton	0 9 0
311	Jars, fancy, large, China and Japan	Each	0 1 0
312	Do. Common, large	One hundred	2 0 0
313	Do. do. small	,,	1 0 0
314	Jewellery and trinkets	Box or package	0 8 0
315	Do. do. imitation	Case or package	0 2 0
316	Jute, raw, loose	Ton	0 9 0
317	Do. pressed	Bale	0 1 0
318	Kegs	One doz.	0 2 0
319	Khootwood	Ton	0 12 0
320	Kuskus for tatees	Package	0 1 0
321	Kerosine oil	Case of 10 gals.	0 0 6
322	Lac	Ton	1 4 0
323	Lac-dye	Package	0 2 0
324	Lavender flowers	Do.	0 1 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
325	Lanterns, country	One doz.	0 0 6
326	Lead, pig, piping, sheets, and rolls	Ton	0 10 0
327	Do. black, white, and red ...	Do.	0 12 0
328	Do. shot	Do.	0 12 0
329	Leather, country	Bundle	0 1 0
330	Do. foreign	Case or Package	Measurement
331	Liquorice-root	Ton	1 4 0
332	Liquors, foreign and country —*see* Spirits.		
	* Live stock—		
333	Horses	Each	0 8 0
334	Cows and buffaloes. .	Do.	0 4 0
335	Calves and pigs	Do.	0 2 0
336	Goats and sheep	Do.	0 1 0
337	Do. do.	Per 100	1 8 0
338	Dogs and monkeys... ...	Each	0 1 0
339	Turkeys and geese... ...	One doz.	0 2 0
340	Fowls and ducks	,,	0 1 6
341	Tigers, bears, and other wild animals	Each	2 0 0
342	Luggage of European sailors, ship captains, naval officers, members of the water police and preventive officers, while proceeding on or off duty on board .	Free	...
343	* Luggage accompanying passengers at the Mazagon Bunder, Town Custom House Bunder, and at the Apollo Pier ...	Portmanteaux and hand packages	0 1 0
344	Do. do. do. ..	Trunks and cases	0 2 0
345	* Luggage at any other Bunders	Coolie-load	0 0 3
346	* Do. do.	Cart-load	0 4 0
347	Do. brought by native coolies	Free	
348	Madder or Munjeet	Ton	0 12 0
349	* Marble and marble slabs ...	,,	0 12 0
350	Marking nuts (bellama) ..	Package	Measurement
351	* Masts of mutchwas and padows	Each	0 1 0
352	* Do. of bugalows, cottias and pattimars	,,	0 2 0
353	Matches, English	Case	Measurement
354	Do. country (Dewasali) .	Bundle	0 0 6
355	Mats of sorts, foreign	Package of 50	0 2 0
356	Mats, country...	Package of 100	0 2 0
357	Do. cane	Roll of 25	0 2 0
358	* Machinery in case, package, or piece	Ton	0 12 0
359	* Do. when no weight is given	Package	Measurement
360	Matting, Coir	,,	0 1 0
361	Do. rolls of coir carpet	,,	0 2 0
362	Medicine—*see* Drugs.		
363	Metals, not enumerated ..	Ton	0 12 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
364	* Mill and foundation stones ...	Ton	0	8	0
365	Millinery—*see* Haberdashery.				
366	Mollasses and treacle	,,	0	12	0
367	Mother-o'-pearl shells ...	,,	1	4	0
368	Military stores, arms, equipment	,,	0	12	0
369	Do. do. when no weight is given	Case	Measurement		
370	Mineral waters	Case or Cask	0	1	0
371	Mowra and mowra flowers ...	Ton	0	9	0
372	Myrabollams	,,	0	6	0
373	Myrrh	,,	1	4	0
374	Nails of sorts	,,	0	8	0
375	Naptha	Case of 10 gals.	0	1	0
376	Nowsagur—*see* Salammoniac.				
377	Nux vomica	Ton	0	12	0
378	Oars, country	One doz.	0	1	0
379	Ochre of kinds	Ton	0	8	0
380	Oils, linseed, castor, and other vegetable	Tin or drum up to 10 gals.	0	1	0
381	Do. do. do. ...	Ton	0	12	0
382	Do. perfumed, of sorts ...	Case or pot.	0	4	0
383	Oil-cake	Ton	0	9	0
384	Oilman's Stores	Case	Measurement		
385	Olibanum	Ton	1	4	0
386	Opium	Chest of 140 lbs.	1	0	0
387	Do.	Half chest	0	8	0
388	Orsidue or brass leaves ...	Package	0	0	6
389	Overland post parcels	Each	0	0	6
390	Paints, oil	Ton	0	12	0
391	Palanquins and doolies ...	Each	0	8	0
392	Paper of kinds	Bale	0	2	0
393	Papudkhar (country soda) ...	Ton	0	9	0
394	Paraffine and petroleum—*see* Kerosine.				
395	Patch leaves	Case	0	2	0
396	Pearls	Box or package	0	8	0
397	Do. imitation	,,	0	2	0
398	Pepper of kinds and pepper Roots ...	Ton	1	4	0
399	Perfumery, hair oils, pomades, &c., unenumerated	Case	Measurement		
400	Pianofortes	Each	2	0	0
401	Piece-goods, cotton	Bale	0	2	0
402	Do, silk and velvets ...	,,	0	6	0
403	Do. cotton and silk large bales ...	,,	0	6	0
404	Do. and woollens ...	,,	0	2	0
405	Pipes, clay, smoking, common.	Case	0	1	0
406	Pistachio nuts	Ton	1	4	0
407	Pitch	Ton	0	12	0
408	Plants, shrubs, and trees ...	Cart-load	0	4	0
409	Do. do. ...	Coolie-load	0	0	6
410	Platedware—*see* Bullion.				
411	Plums—*see* Dry Fruits.				
412	Porcelain—*see* Crockeryware.				
413	Poultry and Birds—*see* Live Stock.				

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
414	Powa	Package	0	0	6
415	Precious stones	Box or package	0	8	0
416	Provisions, fresh, for daily use on board	Free	...		
417	Do. do. for voyage ...	Coolie-load	0	1	0
418	Pudwas	Ton	0	12	0
419	Quicksilver	Bottle	0	2	0
420	Railway Plant and materials ...	Ton	0	8	0
421	Rafters—*see* Timber.				
422	Rags	Bale or package	0	1	0
423	* Rattans	Ton	0	12	0
424	* Do. Malacca	One doz.	0	1	0
425	* Reeds	Bundle	0	0	6
426	* Do.	Cart-load	0	4	0
427	* Road metal	Regd. ton of vessel	0	2	0
428	Rose flowers, dried ...	Ton	0	12	0
429	Rose-water	Case	0	1	6
430	Do.	Carboy	0	0	6
431	Rosin	Ton	0	12	0
432	Safflower (Coosoomba)... ...	,,	1	4	0
433	Saddlery—*see* Harness and Harness Requisites.				
434	Sago	,,	0	12	0
435	Do.	Case or package	Measurement		
436	* Sails, of buggalows, cotias, and pattimars ...	Each	0	4	0
437	* Do. of padows ...	,,	0	2	0
438	* Do. of mutchwas ...	,,	0	1	0
439	Sailum-misree	Ton	2	8	0
440	Salammoniac	,,	0	12	0
441	* Salt, country	Regd. ton of vessel	0	4	0
442	Saltpetre	Ton	0	12	0
443	Samada stones	,,	0	12	0
444	Samples and trusses ...	Parcel	0	1	0
445	Do. do.	Case	Measurement		
446	* Sand deposited on wharf ...	Ton	0	2	0
447	* Do. do. on hard ...	,,	0	1	6
448	Sandalwood	,,	1	4	0
449	Do. boxes and ware ...	Package	0	2	0
450	Sapanwood	Ton	0	12	0
451	Scinde work	Case or package	0	2	0
452	Seeds—oil, linseed, teel, castor, rape, mustard, niger, poppy, &c.	Ton	0	9	0
453	Seeds, other than oil seeds, not enumerated	,,	0	12	0
454	Senna leaves	,,	0	12	0
455	Shark-fins	,,	1	4	0
456	Sawjeera	,,	0	12	0
457	Shawls, Cashmere and Delhi ...	Case or package	0	8	0
458	Do. Europe	,,	Measurement		
459	Shells, in cases, unenumerated	,,	0	2	0
460	Do. loose and in bags, unenumerated	Ton	0	12	0
461	Shellac	,,	1	4	0
462	Shikakai	,,	0	12	0
463	Shooks, barrel... ...	Each barrel	0	0	6
464	Silk, raw	Case or bale	0	6	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
465	*Skins, goat and sheep, tanned.	Case or bale	0	2	0
466	* Do. do. untanned ...	Bundle	0	1	0
467	Soap, perfumed, foreign ...	Case	Measurement Do.		
468	Do. bar do. ...	,,			
469	Do. country, bar and soft .	Ton	0	12	0
470	Soapnuts	,,	0	12	0
471	Soda, foreign	Case	0	2	0
472	Do. country—*see* Papudkhar.				
473	Supras (winnowing fans) .	One hundred	0	2	0
474	Soorungy	Ton	0	12	0
475	*Spelter and solder	,,	0	10	0
476	Spices—cinnamon, mace, cloves, nutmegs, bastard cardamoms and others unenumerated (for cardamoms, *see* Special Rate).	,,	1	4	0
477	Spirits and wines, foreign, in wood	Per Imp. gal.	0	0	2
478	Do. do. do. in bottles	1 doz. qts. or 2 doz. pints	0	1	0
479	Do. country	Three Imp. gals.	0	0	2
480	Do. beer, porter, &c.—*see* Ale.				
481	Stationery, unenumerated ...	Case .	Measurement Do.		
482	Do. do. ..	Cask			
483	Staves, barrel—*see* Shooks.				
484	* Steel . ..	Ton	0	8	0
485	* Stones, ballast—*see* Ballast.				
486	* Do. laddy, paving and sand dressed. ...	Regd. ton. of vessel	0	4	0
487	* Do. do. do.	Cart-load	0	4	0
488	* Do. do. do. undressed and rough	Ton	0	2	0
489	* Do. rollers of, large	Each	0	4	0
490	* Do. do. small ..	,,	0	2	0
491	* Stoneware, country	Cart-load	0	6	0
492	* Do do.	Package	0	1	0
493	* Stores, old, marine ..	Cart-load	0	4	0
494	* Suffrys for making mat bags..	,,	0	4	0
495	Sugar and Sugarcandy ..	Ton	1	0	0
496	Sugar, loaf	Case	0	2	0
497	* Sugarcane	Regd. ton. of vessel	0	4	0
498	* Do.	Cart-load	0	3	0
499	Sulphur	Ton	0	12	0
500	Sweetmeat, native	Case or package	0	2	0
501	Do.	Pot or basket	0	0	6
502	Syrup and sherbet	Case	0	2	0
503	Tallow—*see* Fat.				
504	* Tamarind, raw and green ..	Regd. ton. of vessel	0	4	0
505	* Do. do.	Cart-load	0	3	0
506	Do. preserved (ambli)...	Ton	0	12	0
507	Tar	,,	0	12	0
508	Tea	Chest of 60 lbs.	0	2	0
509	Do.	Half chest	0	1	0
510	Do.	Package below half chest	0	0	6
511	* Tents, double-poled... ...	Each	1	0	0
512	* Do. single-poled	,,	0	8	0
513	* Do. rowtees	,,	0	4	0
514	* Do. beechobas	,,	0	2	0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs. a. p.
515	* Tiles, country. ...	Regd. ton. of vessel	0 4 0
516	* Do. do.	Cart-load	0 2 0
517	Do. flooring, packed. ...	Ton	0 12 0
518	* Do. foreign and mangalore.	One thousand	1 8 0
519	* Timber, blackwood, ebony, teak and pine, in logs, squares, planks, and scantlings	Ton of 50 c. ft.	0 8 0
520	* Do. bhendy, jungle, and rafters.	Regd. ton. of vessel	0 6 0
521	* Do. rafters, by raft ...	Cart-load	0 4 0
522	* Tin, of kinds...	Ton	0 12 0
523	Tin plates	Case	0 1 0
524	Tobacco, country, in leaf, unmanufactured	Bale	Measurement
525	Tobacco, foreign, manufactured, but not cheroots... ...	Case	0 2 0
526	Tortoise shell	,,	0 4 0
527	Toys	,,	Measurement
528	Trunks and boxes, country, empty	Of 6 c. ft. and under, each	0 0 6
529	Do. do.	Of over 6 c. ft., each	0 1 0
530	Do. Foreign	Each	0 2 0
531	Do. camphor-wood drawers	Each piece	0 4 0
532	Turmeric	Ton	1 4 0
533	Turpentine	Case of 10 gals.	0 1 0
534	Twine, country.	Ton	0 12 0
535	Twist and yarn.	Bale	0 2 0
536	Umbrellas	Case or package	Measurement
537	Varnish	Case of 5 gals.	0 1 0
538	* Vegetables, fresh	Regd. ton. of vessel	0 4 0
539	* Do. do.	Cart-load	0 3 0
540	* Do. do.	Coolie load	0 0 6
541	Vermilion	Ton	0 12 0
542	Do.	Case	0 1 0
543	Vinegar, country	Hogshead	0 2 0
544	Do. do.	Pot or Carboy	0 0 6
545	Wines, liquors, &c.—*see* Spirits.		
546	Wire, of sorts, not enumerated.	Ton	0 12 0
547	Wire, when no weight is given.	Case	Measurement
548	Wool, Berlin—*see* Haberdashery.		
549	Wool, raw, up to 1½ cwt., unpressed	Docra to 3 cwt.	0 2 0 / 0 3 0
550	Wool, raw, over 1½ cwt. ...	Bale or bora above 3 cwts.	0 4 0
551	Wool, pressed ...	Bale	0 1 0
552	Woollens—*see* Piece Goods.		
553	* Walnuts—*see* Akroots.		
554	Watches, gold and silver ...	Case	0 8 0
555	Do. other than above ...	,,	0 4 0
556	Whiting	Ton	0 8 0
557	* Yellow metal, sheets. ...	,,	0 12 0
558	* Zinc sheeting.	,,	0 8 0

No. of Item.	Description of Goods.	How charged.	Wharfage Fee. Rs.	a.	p.
	Charges for measurement.				
	On all Goods not enumerated, if in cases, bales, crates or casks, and on all goods specified to be charged for by measurement, the rates will be :—				
559	If under 3 cubic feet	Package	0	1	0
560	If of 3 and under 5 cubic feet ...	,,	0	2	0
561	If of 5 and under 10 cubic feet ..	,,	0	2	6
562	If of 10 and under 15 cubic feet.	,,	0	3	0
563	If of 15 and under 20 cubic feet.	,,	0	4	0
564	If of 20 and under 30 cubic feet.	,,	0	6	0
565	If of 30 and under 40 cubic feet.	,,	0	7	0
566	If of 40 and under 50 cubic feet.	,,	0	8	0
567	If of 50 and under 60 cubic feet.	,,	0	10	0
568	If of over 60 cubit feet... ...	,,	0	12	0
569	On all goods not enumerated, chargeable by weight, the rate will be :— ...	Ton	0	12	0
570	All description of packages of goods rated in this table of fees, excepting gold leaf, bullion, plate, gold and silver watches, ivory, jewellery, opium, perfumed oils, corals, pearls, precious stones, if measuring under 3 c. feet, will be charged	Package	0	1	0
571	Provisions and furniture for pic-nic and excursion parties, will be allowed to pass free.				
572	Four annas will be levied for each duplicate chuppa or receipt issued.				
573	Four registered candies are to be considered equal to one ton, and in grain, &c., 3 candies of 9 Indian maunds each.				

Tonnage Fees and Basin Rents.

1. Cargo boats and barges coming alongside the Port Trust wharves or into the Port Trust basins for discharging or receiving, will be charged :—

		Rs.	a.	p.
Cargo boats up to 20 tons each	per month	0	4	0
Do. over 20 tons and up to 30 tons each...	,,	0	8	0
Do. over 30 tons each	,,	1	0	0
Barges up to 60 tons each	,,	2	0	0
Do. over 60 tons each	,,	3	0	0
Ferry steamers each	,,	100	0	0
,, per registered ton	per day	0	1	0

2. Coasting vessels, excepting those specified in Section 4, arriving at or departing from any of the Port Trust wharves or basins, will be charged per registered ton Rs. 0-1-0.

3. Coasting vessels, with the exception of those shown in the following section, will be allowed to remain at the wharves or in the

basins for the purpose of discharging or loading 7 days free of rent; after that time they will be charged as under, in addition to the one anna per ton as per preceding section :—

		Rs. a. p.
If under 20 tons each	per day	0 8 0
If over 20 and up to 30 tons	,,	0 12 0
If over 30 and up to 40 tons	,,	1 8 0
If over 40 tons	,,	2 0 0

4. Vessels arriving at any of the Port Trust Bunders from the undermentioned ports, or from any ports lying within the line of Kennery Island and to the south of Kaylan, Bhiwndi, or leaving the Port Trust Bunders for the same ports, will be charged half the above rates shown in Sections 2 and 3, but will only be allowed 5 free days :—

Antora, Kaylan, Karanja, Nagotna, Urun, Rewas, Thullajah, Belapur, Chimbur, Mowel, Nowasewa, Pen, Thana, Thull, Bhiwndi, Dharamtar, Mandva, Oolva, Panvel, Trombay.

5. Cargo boats and barges lying alongside any Port Trust wharf, and not discharging freely within 48 hours, will be charged :—

		Rs. a. p.
Cargo boats and barges from 10 to 25 tons each	per day	0 4 0
Do. over 25 and up to 50 tons ...	,,	0 8 0
Do. over 50 tons	,,	1 0 0

6. Cargo boats, barges, and coasting vessels lying empty in the Port Trust basins or alongside the wharves will be charged :—

		Rs. a. p.
Barges, each	per day	0 8 0
Cargo boats	,,	0 4 0
Muchwas and jolly boats	,,	0 2 0
Hodies	,,	0 1 0

7. Boats engaged in landing and embarking passengers, to include the privilege of carrying cargo to and from the Bunders, will be charged :—

			Rs. a. p.
Steam launches ...	Each per month		3 0 0
Jolly boats, bunder boats, dingees and muchwas	,,	,,	1 0 0
Cargo boats	,,	,,	1 8 0
Bullows	,,	,,	1 8 0
Hodies . ..	,,	,,	0 8 0
Ships', Customs, Water Police, and Government boats	,,	,,	free
Yachts, Dubashes', Stevedores,' Doctors', and Surveyors', boats, each per month	,,	,,	0 8 0

Hard Fees.

8. Vessels using the Hards south of Tank Bunder for oiling and repairing will be charged :—

		First day. Rs. a. p.	Each Succeeding day. Rs. a. p.
Bumboats and jolly boats	Each	0 6 0	0 2 0
Tonies	,,	0 3 0	0 1 6
Boats, from 10 to 15 tons ...	,,	0 8 0	0 3 0
Do. over 15 to 25 tons ...	,,	1 0 0	0 6 0
Do. over 25 to 100 tons ...	,,	2 0 0	1 0 0
Do. over 100 tons	,,	4 0 0	2 0 0

9. Vessels using the Hards north of the Mazagon Reclamation for oiling and repairing will be charged :—

		First day. Rs. a. p.	Each Succeeding day. Rs. a. p.
Tonies	Each	0 1 0	0 0 6
Bumboats and jolly boats	,,	0 2 0	0 1 0
Boats, from 5 to 15 tons	,,	0 3 0	0 1 6
Do. over 15 and up to 20 tons ...	,,	0 5 0	0 2 0
Do. over 20 and up to 30 tons ...	,,	0 8 0	0 3 0
Do. over 30 and up to 50 tons ...	,,	1 0 0	0 6 0
Do. over 50 and up to 100 tons ..	,,	2 0 0	1 0 0
Do. over 100 tons	,,	3 0 0	1 8 0

10. Harbour crafts and barges getting broken up on the Hards will be charged in addition to wharfage fees for materials removed per ton Rs. 0-2-0.

11. Coasting and country craft, buggalows, cottias, pattimars, and square-rigged vessels getting broken up on the Hards will be charged, in addition to wharfage fees, for materials removed per ton Rs. 0-4-0.

12. Vessels and timber lying on the Hards north of the Mazagon Reclamation will be charged :—

		Rs. a. p.
Pattimars and cottias, each	per mensem	2 0 0
Cargo boats and gulbuts	,,	1 0 0
Muchwas	,,	0 8 0
Hodies	,,	0 4 0
Timber, for first 12 months	per ton	0 4 0
Do. on renewal	,,	0 8 0

13. Vessels lying on the Hards south of Tank Bunder will be charged double the rates in preceding section.

Cranage Fees.

14. These fees will be charged as follows :—

		Rs. a. p.
Horses, cows, and buffaloes	Each	0 8 0
Calves	,,	0 4 0
Bale and box goods and other merchandise up to 1½ tons, by hand crane	per ton	0 4 0
Do. do. by steam crane	,,	0 6 0
Metals, machinery, &c., above 1½ tons to 3 tons, by hand crane	,,	0 6 0
Do. do. 67 steam crane	,,	0 8 0
Do. do. above 3 to 6 tons by hand crane ...	,,	0 8 0
Do. do. above 6 tons	,,	1 0 0

The above charges, when hand cranes are used, do not include labour.

15. At Tank Bunder logs of timber by derricks will be charged, per cart-load ... ... Rs. 0 1 0

Fees for Water.

16. Vessels coming to the Port Trust Bunders for water will be charged :—

		Rs. a. p.
Boats, small	each per trip	0 2 0
Cargo boats	,, ,,	0 4 0
Coasting vessels of 25 tons and under ...	,, ,,	0 8 0
Do. of over 25 and up to 40 tons ..	,, ,,	0 12 0
Do. of over 40 tons	,, ,,	1 0 0
Steam barges	,, ,,	0 8 0

Vessels that have paid the tonnage fees will be exempted from these charges.

Rents.

17. All goods marked with an asterisk * will be allowed to remain free of rent as under ; should they not be removed within the prescribed time, rent will be charged at the rates placed below :—

If on wharf front or roads, 48 hours	...	Rs. 30	per 500 sq. ft.
If in sheds, 3 days	...	,, 20	,, ,,
If on Bunders 30 feet behind wharf, 5 days	...	,, 15	,, ,,

18. Goods not marked with an asterisk—

A. Goods subject to Imperial Duty and duty-free Piece-goods and Yarn will be allowed 7 days free of rent if stored in sheds or kept 30 feet behind the wharf front.

B. Free goods, for which importers have to prepare Import Gate Notes, will be allowed 5 free days if in sheds or 30 feet behind the wharf.

C. Free goods from free ports which can be passed on the Manifest will be allowed 3 days if in sheds or 30 feet behind wharf front.

D. Goods on the wharf front will only be allowed 48 hours free of charge.

After the free days allowed in A., B., and C. have expired, extra fees will be incurred for every 3 days or part of 3 days at the rate of the wharfage fee to which the goods may be liable ; and in the case of D. the extra fee will be incurred for every 48 hours or part thereof.

	Rs.	a.	p.
19. Scales for weighment of goods when placed on the wharf fronts in sheds or on roads will be charged on account of space occupied per scale per day ...	0	8	0
When placed on any other part of the Bunder, the charge will be per scale per day	0	6	0

Arrangements may be made with the Traffic Manager to have space for scales at a monthly rental.

	Rs.	a.	p.
20. Goods, excepting wet dates and jaggery, when re-packed on the Bunders, will be charged, per package	0	0	6
Do. wet dates and jaggery, per package	0	0	3

21. In computing the number of days for charging rents and extra fees, Sundays and such holidays as may be notified in the *Government Gazette*, as well as any days on which Imperial Duty may not be received, will be omitted.

22. Warehouse shed and ground rents not fixed, will be charged at rates to be arranged with the Traffic Manager.

Transhipment.

23. Goods transhipped in any of the Port Trust Basins will be charged half wharfage fees, if due notice of the intention to tranship be previously given.

24. Goods landed for transhipment will, if previous notice be given of the intention to tranship, be charged half wharfage fees on the landing, and half wharfage fees on the re-shipment.

Note.—Rules 23 and 24 apply only to goods transhipped under Chapter XII. of Sea Customs Act without Import or Export documents.

Work at Nights and on Holidays.

24*a*. Work at nights, on Sundays, and on the General Public Holidays, New Year's Day, Good Friday, the Queen's Birthday, and Christmas Day will be permitted on the Port Trust Bunders with the Traffic Manager's consent on payment of the following charges :—

For Sunday work, sunrise to sunset	Rs.	10
„ Half-day from sunrise to noon, or from noon to sunset	„	5
„ Public Holidays (whole or part day).	„	10
„ Night work, sunset to mid-night	„	5
„ „ from sunset to sunrise, or for any work between mid-night and sunrise	„	10

Shut-out Goods.

25. Goods shipped from the Port Trust Bunders, but which may be re-landed in consequence of being shut out from vessels, will be charged half wharfage fees on the re-landing, and half wharfage fees on the re-shipment.

Re-packed Goods.

26. Goods shipped from the Trustees' Bunders, if subsequently re-landed for re-packing or re-pressing, will be charged half wharfage fees on the re-landing, and half wharfage fees for the re-shipment.

Vessels put back from stress of Weather.

27. Vessels that may put back through stress of weather or in distress, will, should wharfage fees on the cargoes have been paid before the vessels put to sea, be permitted to re-land and re-ship goods, if necessary, on the same terms as goods for transhipment.

Outlying Bunders.

28. Goods landed and shipped at the Chaupati, Mahim, and Warli Bunders, and at the Bunders north of the Frere Land Reclamation, will be charged half the rates laid down in this table for wharfage rents, &c.

By order of the Trustees,

JOHN RYAN,

Traffic Manager.

GENERAL MEETINGS IN 1879-80.

THE Adjourned Special General Meeting of the Chamber of Commerce was held on Tuesday the 9th December, 1879, for the consideration of the following business, viz. :—

1. The principle of the new License Tax Bill ; and
2. The Report of the Special Committee on the proposed Factory Act.

Present :

The Hon'ble M. MOWAT, *Chairman, in the Chair.*

Mr. J. P. Cornforth,
„ J. Dickson,
„ J. G. Russell,
„ J. Wilson,
„ C. H. B. Forbes,
„ O. Fiedler,
„ J. N. Graham,
„ W. E. Cruin,
„ J. Greaves,
„ J. Thorburn,
„ L. R. W. Forrest,
„ Ed. Comber,
„ C. Macdonald,
„ R. Roberts,
„ C. Poole,
„ H. Curjel,
„ J. A. Bryce,
„ G. A. Kittredge,
Mr. J. Slight,
„ H. W. Jones,
„ G. A. Barnett,
„ W. A. Baker,
„ J. Hector,
„ R. D. Cairns,
„ C. Grondona,
„ Sorabjee Framjee Patel,
„ Ahmedbhoy Hubibbhoy,
„ Dinshaw Maneckjee Petit,
„ Nanabhoy Byramjee Jeejeebhoy, Members.

And there were also present :

„ J. M. Maclean, Hon. Member,
„ Martin Wood,
„ T. C. Glover,
„ Goculdas Jugmohundas, and many others.

Mr. J. GORDON, *Secretary.*

The Notice convening the Meeting was read by the Secretary.

Messrs. Sigg-Sulzer & Co. were, on the motion of the Chairman, seconded by Mr. J. Dickson, admitted members of the Chamber, after ballot.

The Chairman, after addressing the Meeting, moved that the Memorial to the Viceroy regarding the License Tax Bill, prepared by the Committee of the Chamber in the form in which it had been circulated among members, and had appeared in that day's newspapers, be adopted.

Mr. Graham seconded the motion.

Mr. Kittredge proposed as an amendment that another Memorial,

which he had prepared, and which had also been circulated among the members of the Chamber on that day, be adopted.

Mr. Bryce seconded Mr. Kittredge's Memorial, and spoke at great length in favour of it.

Owing to the length of the proceedings, and the lateness of the hour, it was decided again to adjourn the Meeting until the 11th of December at half-past 4 o'clock.

The Meeting then separated, after a vote of thanks to the Chairman.

THE Adjourned Special General Meeting of the Members of the Chamber of Commerce was held on Thursday the 11th December, 1879, to continue the discussion on the principle of the new License Tax Bill, and also to consider the Report of the Special Committee on the proposed Factory Act.

Present:

The Hon'ble M. MOWAT, *Chairman, in the Chair.*
Mr. F. MATHEW, *Deputy Chairman.*

Mr. J. P. Cornforth,
,, J. Dickson,
,, J. E. Bodger,
,, J. Thorburn,
,, O. Fiedler,
,, J. N. Graham,
,, J. Greaves,
,, L. R. W. Forrest,
,, G. W. Moir,
,, Ed. Comber,
,, J. L. Mackay,
Mr. Sorabjee Framjee Patel,
,, R. Roberts,
,, H. Curjel,
,, J. A. Bryce,
,, G. A. Barnett,
,, A. Tait,
,, Ahmedbhoy Hubibbhoy,
,, Dinshaw Maneckjee Petit,
,, Nanabhoy Byramjee Jeejeebhoy,
and
Mr. J. GORDON, *Secretary.*

The Notice convening the Meeting was read by the Secretary.

The Chairman said that the License Tax Bill would become law on the 1st of January next, and the Chamber were asked by Government to give their opinion on the Factory Act by the 15th of that month, and he therefore hoped that the business of the Meeting would be pushed forward, so that both matters might be disposed of that evening.

Mr. Sorabjee Framjee Patel considered that the Memorial of the Committee could be safely modified, and moved as an amendment to Mr. Kittredge's Memorial that the 2nd and 3rd paras. of Mr. Kittredge's Memorial be added to the Committee's Memorial as a preamble, as also a portion of the 9th para. ending with the words "past ten years"; that "not only" before and "but unjust" after the word "hard" in the 14th line of the 5th para. of the Committee's Memorial

be added: the sentence would then read—"It seems to your Memorialists to be not only hard but unjust on the employé"; that instead of the last sentence of this para. the following might be substituted—"that Section 30 is superfluous and should be expunged"; and that in the forth line of the last para. of the Committee's Memorial the words "official classes" be substituted for the word "latter." This amendment was seconded by Mr. Nanabhoy Byramjee Jeejeebhoy.

Mr. Forrest then proposed as an amendment that Mr. Kittredge's Memorial, with the exception of the last two paragraphs, and half of the previous one, or that portion of the Memorial which had reference to an Income Tax, be adopted.

Mr. Roberts seconded this amendment.

The original proposition and the various amendments were then put to the Meeting, with the following results:—For Mr. Forrest's amendment there were 5 votes and 12 against it; for Mr. Sorabjee's amendment 6 votes and 9 against it; for Mr. Kittredge's amendment 8 votes and 10 against it; and for the original proposition 9 votes and 10 against it. As neither the motion, nor any of the amendments, was carried, the Chairman declared that the result of the discussion was that the Chamber take no steps in the matter of the Trades and Professions Tax Bill of 1879.

Mr. Forrest protested against this ruling, and some discussion followed, but ultimately it was decided to leave the matter for the present, and to proceed with the next business—namely, the considera tion of the Report of the Special Committee on the Factory Act.

Mr. Greaves moved the adoption of the Report of the Special Committee.

Mr. Nanabhoy Byramjee Jeejeebhoy seconded the motion.

Mr. Dinshaw Maneckjee Petit supported the motion, remarking that he entirely agreed with what Mr. Nanabhoy had said.

Mr. Hector moved as an amendment that this Chamber approves of the introduction of regulations for the protection of children employed in factories.

Mr. Graham seconded the amendment, which, on being put to the Meeting, was carried by 11 votes to 4.

Mr. Hector said he entirely approved of putting all children into one class, and he thought this arrangement would answer much better than if they were divided into "children" and "young persons." He proposed, therefore, that in Section 2, para. 4 of the Bill, a child and a young person be defined to be a person under the age of 13 years.

Mr. Curjel seconded the motion, which was, however, rejected by 6 votes to 4.

Mr. Hector proposed that the following provision be added to the Bill :—

" In every working day of 12 hours or more, not less than one hour shall be allowed for a meal, either at one time or at different times."

Mr. Cornforth seconded the resolution, which was carried by 8 votes against 5.

Mr. Hector proposed that the following provision be added to the Bill :—

" That Mills shall work six days only in every seven days."

Mr. Mackay seconded the proposition, which was carried by 8 votes against 5.

The Meeting shortly afterwards separated, after a vote of thanks to the Chairman.

A SPECIAL GENERAL MEETING of the Members of the Chamber of Commerce was held on Friday the 30th January, 1880, for the purpose of confirming the Customs Tariff Valuations as revised by the Special Committee of the Chamber.

Present :

Mr. C. MACDONALD, *Chairman of the Chamber, in the Chair.*

Mr. J. N. GRAHAM, *Deputy Chairman.*

Mr. J. G. Russell,
,, A. Blascheck,
,, J. E. Bodger,
,, J. K. Bythell,
,, O. Fiedler,
,, Ed. Comber,
,, C. Poole,
Hon'ble M. Mowat,
Mr. C. T. Meili,
,, J. Hector,
,, F. Mathew,
,, G. A. Barnett,
,, F. D. Parker,
,, Nanabhoy Byramjee Jeejeebhoy,

and

Mr. J. GORDON, *Secretary.*

The Notice convening the Meeting having been read by the Secretary,

The Chairman addressed the Meeting explaining the reason for which the Meeting was called.

Mr. Graham then proposed, " That the Customs Tariff Valuations, and the suggestions therein proposed by the Special Committee, be adopted by the Chamber."

Mr. Russell seconded the motion, which was carried unanimously ;

and there being no other business before the Meeting, the proceedings terminated with a vote of thanks to the Chairman.

A SPECIAL GENERAL MEETING of the Members of the Chamber of Commerce was held on Thursday the 12th of February, 1880, for the purpose of taking the opinion of the Chamber on the proposal of Government as to the hour for closing the Overland Mails.

Present:

Mr. C. MACDONALD, *Chairman, in the Chair.*
Mr. J. N. GRAHAM, *Deputy Chairman.*

Mr. J. Dickson,
,, J. G. Russell,
,, A. Blascheck,
,, J. E. Bodger,
,, J. L. Symons,
,, J. Thorburn,
,, J. K. Bythell,
,, Sorabjee Framjee,
,, Ed. Comber,
,, R. Roberts,
Hon'ble M. Mowat,
Mr. C. Poole,
,, G. A. Kittredge,
,, James Hutton,
,, F. Mathew,
,, G. E. Noble,
,, W. A. Baker,
,, R. D. Cairns,
,, F. D. Parker,
,, C. Grondona,
,, Nanabhoy Byramjee Jeejeebhoy, and

Mr. J. GORDON, *Secretary.*

The Notice convening the Meeting having been read by the Secretary,

The Chairman said—Before taking up the business of the Meeting, he had to explain that the irregularity of not giving a seven days' notice was owing to the urgency of Government, who required the reply of the Chamber immediately. He then addressed the Meeting on the subject, for the consideration of which the Meeting had been convened.

Mr. Russell proposed the following resolution :—

" That under the circumstances stated by the Government of India, this Chamber is prepared to accept the departure of the Mail steamer at four o'clock as a tentative measure ; while, at the same time, they urge upon Government the desirability of coming to an arrangement with the British Postal authorities by which the despatch of the Mail on Friday evening may be facilitated."

Mr. Hutton seconded the motion.

After some discussion on the subject, Mr. Bythell then proposed the following amendment :—

" That this Chamber tenders its grateful thanks to the Government of Bombay for their efforts to secure a change in the departure of the Mail steamer, and, having considered the telegram just received from the Government of India, resolves as follows :—That the Chamber

fails to see that a Friday evening departure would cause any real inconvenience anywhere, while both at Home and in Bombay most serious inconveniences are now experienced from the Saturday evening departure, and most of these inconveniences would remain were the proposal for a Saturday afternoon sailing accepted. That the Government of India be respectfully requested to communicate by telegraph with the British Postal authorities on the subject, as the Chamber believes that the mercantile community in England object strongly to a Saturday evening departure from Bombay."

The motion having been withdrawn by Mr. Russell,

The amendment was put to the Meeting, and carried unanimously, and the proceedings terminated with a vote of thanks to the Chairman.

A SPECIAL GENERAL MEETING of the Members of the Chamber of Commerce was held on Tuesday the 2nd March, 1880, to take the opinion of the Chamber as to whether the members preferred the departure of the Overland Mails at 2-30, or at 7 o'clock on Saturdays.

Present:

Mr. C. MACDONALD, *Chairman, in the Chair.*

Mr. J. N GRAHAM, *Deputy Chairman.*

Mr. J. P. Cornforth,
,, James Dickson,
,, J. G. Russell,
,, L. A. Blascheck,
,, J. L. Symons,
,, J. E. Bodger,
,, Sorabjee Framjee,
,, D. H. Glade,
,, G. W. Moir,
,, Ed. Comber,
,, R. Roberts,
,, C. Poole,
,, H. Curjel,
Hon'ble M. Mowat,
Mr. J. Fachiri,
,, C. Kapp,
,, E. Spinner,
,, G. A. Kittredge,
,, J. Janni,
,, W. Fraser,
,, F. Mathew,
,, F. Vouillion,
,, G. E. Noble,
,, W. A. Baker,
,, R. D. Cairns,
,, F. D. Parker, and

Mr. J. GORDON, *Secretary.*

The Notice convening the Meeting having been read by the Secretary,

The Chairman, in opening the proceedings, said that he had no doubt that the members are aware that the occasion of meeting again so soon on the matter of the departure of the Mails was owing to the Committee having had an interview with Mr. Monteath, the Postmaster General of India, at the end of last week. Mr. Monteath was on his way from England, and brought out the latest views of the

people at home, and we asked him to give us an opportunity of comparing views on this matter; this he kindly gave us, and we had a long conversation on this subject. Practically, the only thing which he had to offer us, and which we have met to-day to consider, is, whether the Chamber would prefer the Mail to remain as it is, leaving at seven o'clock in the evening; or whether we would prefer it leaving at half-past two. When Mr. Monteath met us and asked us what hour we wanted for the departure of the Mail, we, of course, at once said that our desire was, not for a change from Saturday evening to Saturday afternoon, but from Saturday to Friday. Mr. Monteath said that he thought it was no use at present discussing that, and expressed an opinion very strongly that if Bombay departed from Saturday, it would not be a choice between Saturday and Friday, but a choice between Saturday and Monday. Since Mr. Monteath had left us, he had written a letter to the Chamber, which the Chairman called upon the Secretary to read.

The Secretary having read the letter,

Mr. Bythell proposed the following resolution:—

"That this Chamber, and the mercantile community generally, have for a very long time past been persistently urging Government to have the Mails to and from Europe carried at an increased rate of speed, and the Chamber has heard, with great satisfaction, that under the existing contract a considerably higher rate of speed has been stipulated for. That the proposal to despatch the Mail steamers from Bombay at 2-30 p. m., instead of at 7 p.m. on Saturdays without expediting the delivery of the Mails in England in the very least, is directly contrary to the principle which has for so long a period been persistently advocated by the Chamber, and would be a source both of inconvenience and loss to many merchants. Therefore, while thanking the Postmaster General for his offer to change the hour of departure to 2-30 p.m., the Chamber is of opinion that such a change, though enforcing a general Saturday half-holiday, would be a mistaken and retrograde step, and would be detrimental to the general interest of the trade of this port, inasmuch as exporters would be unable to obtain and forward to Europe by the Mail the bills of lading of produce taken on boardship on the Saturday, which, with an evening closing of the Mail, they are now able to do. That this Chamber again ventures to express a hope that Government may be induced to change the day of the departure of the Mail from Bombay, giving an evening closing, and thus remedy the inconvenience entailed by the present arrange-

ment, not only here, but on the mercantile community in England. That it is extremely probable that when the Post Office authorities in England approved the present arrangement they were not aware that it would be disapproved by the whole mercantile community in England, and this Chamber therefore respectfully urges the Postmaster General of India to communicate again with the English Post Office; for this Chamber is convinced that a change in the day of departure would be gladly welcomed by all merchants in England connected with the Eastern Trade."

Mr. Fachiri seconded the motion.

The Hon'ble M. Mowat spoke in favour of early closing of the English Mail on Saturday at 2-30 p.m. instead of at 7 p.m., because, he said, there were a great many of their employés who would appreciate a half-holiday. He did not believe it was good for men to toil the whole six days in the week without a little rest. Again, by closing the Mail early on Saturday, the Volunteer movement, of which they had heard so much, and whose claims had been so justly put forward, would be saved, and their interests would also be benefited. He believed that if the opinion of the public generally was taken, they would find that the majority of voices would be in favour of early closing. He would propose as an amendment—

"That this Chamber approves of a departure of the English Mail on Saturday at 2-30 p.m. instead of at 7 p.m. for the present year, but respectfully urges on Government the desirability of an alteration to a Friday departure as soon as possible."

Mr. Russell seconded the motion.

Mr. Kittredge suggested a compromise, and proposed as an amendment—

"That the Director General of the Post Office of India be requested to continue the departure of the Mail at 7 o'clock until the 1st June, and from that time until the end of the year that the time of departure be fixed at 2-30 in the afternoon."

Mr. Symons said he had much pleasure in seconding Mr. Kittredge's amendment, as it offered a very fair compromise.

Mr. Bythell remarked that he would withdraw his resolution if Mr. Mowat would withdraw his amendment.

Mr. Mowat said he believed that it was the wish of many of the members of the Chamber that a vote should be taken on the subject. So far as he himself was concerned, he would readily have withdrawn his amendment.

Mr. Bythell said that under the circumstance his resolution must be put. He should, however, vote for Mr. Kittredge's amendment. After some further remarks by Mr. Bythell, Mr. Kittredge's amendment was put and carried by a majority of 14 to 12. The proceedings then terminated with a vote of thanks to the Chairman.

A SPECIAL GENERAL MEETING of the Members of the Chamber of Commerce was held on Tuesday the 3rd August, 1880, for the transaction of the following business :—

1. To receive the Report of the Special Committee on the Indian Trade Marks Registration Bill.
2. To receive the Report of the Committee on the Factories Bill No. II. of 1880.
3. To receive the Report of the Committee on the proposed Act for the Compulsory Registration of Partnerships.
4. To consider a scheme for regulating Arbitration Committees.
5. To consider the Resolution proposed by Mr. Kittredge on the Petroleum Bill.

Present :

The Hon'ble J. N. GRAHAM, *Chairman, in the Chair.*

Mr. G. A. BARNETT, *Deputy Chairman.*

Mr. F. Heyer,
,, J. G. Russell,
,, J. Tintner,
,, A. Blascheck,
,, J. L. Symons,
,, Sorabjee Framjee Patel,
,, Gaddum,
,, R. S. Campbell,
,, R. R. Sedgwick,
,, G. W. Moir,
,, C. S. Lyon,
,, A. F. Beaufort,
,, Ed. Miller,
,, J. L. Mackay,
Mr. R. Roberts,
,, H. Curjel,
,, A. Pallie,
,, C. Douglas,
Hon'ble S. D. Sassoon,
Mr. C. Kapp,
,, F. Steiner,
,, H. A. Richardson,
,, G. A. Kittredge,
,, J. Hutton,
,, F. Mathew,
,, G. E. Noble,
,, Khursetjee R. Cama,
,, F. D. Parker, and

Mr. J. GORDON, *Secretary.*

The Notice convening the Meeting having been read by the Secretary,

The Chairman said—Before proceeding with the discussion of the subjects more particularly before the Meeting, he would review as briefly as he could such of the events that have occurred since the last Meeting of the Chamber as might be of interest to the mercantile community.

After the Chairman had concluded his speech, Mr. R. Roberts, of Messrs. Owen and Okell, proposed the following resolution :—

"That the Report of the Committee on the Factories Bill No. II. of 1880 be adopted by the Chamber."

Mr. Sorabjee Framjee, of Messrs. Framjee, Sands & Co., seconded the adoption of the Report, which was carried unanimously

Proposed by Mr. Symons, of Messrs. Finlay, Muir & Co., and seconded by Mr. Moir, of Messrs. Lang, Moir & Co.—

"That the scheme for regulating Arbitration Committees be approved by the Chamber."

The resolution was carried unanimously.

The Chairman proposed the adoption of the Report of the Special Committee on the Indian Trade Marks Registration Bill, which was seconded by Mr. Sedgwick and carried unanimously.

After some discussion on the Compulsory Registration of Partnerships Bill, the following motion, proposed by Mr. Kittredge, and seconded by Mr. Sedgwick, was carried, four members voting against it.

"That the Committee be instructed to inform Government that the practical working difficulties which have appeared in drawing up the Bill for the Registration of Partnerships have been so many and so great, that they must for the present withdraw their request for an Act for this purpose."

Mr. Kittredge then proposed the following resolution with regard to the proposed Petroleum Bill :—

"That hitherto Municipal Rules have proved sufficient to guard against any dangers, real or supposed, in the case of Kerosine Oil.

"That in the opinion of this Chamber nothing has been brought forward to call into operation even the provisions of Section 37 of Act XII. of 1875, and that, until that provision has been proved to be ineffectual, no further legislation is needed.

"That the Bill introduced into the Legislative Council of India, called the Petroleum Bill, must, if made law, seriously restrict, if it does not entirely check this important and rapidly growing trade.

"That the Government of India be respectfully requested to postpone further consideration of the proposed Bill until good cause be shown for the necessity of restrictive measures.

"That the Committee of the Chamber be requested to represent these views to his Lordship the Governor-General in Council.

Mr. Richardson seconded the motion, and in the course of some remarks expressed himself strongly against the Bill. After some

observations from Mr. Hayer, Mr. Douglas, and the Chairman, the motion was put and carried unanimously.

The Meeting then separated, after a vote of thanks to the Chairman.

A SPECIAL GENERAL MEETING of the Members of the Chamber of Commerce was held on Thursday the 7th October, 1880, to take the opinion of the Chamber on the questions submitted by Government as to the time which should be fixed for the despatch of the Overland Mails from Bombay.

Present:

The Hon'ble J. N. GRAHAM, *Chairman, in the Chair.*
Mr. G. A. BARNETT, *Deputy Chairman.*

Mr. J. G. Russell,
„ J. E. Bodger,
„ J. L. Symons,
„ J. Thorburn,
„ Gaddum,
„ R. L. Stewart,
„ C. S. Lyon,
„ J. L. Mackay,
„ R. Roberts,
„ C. Poole,
„ H. Curjel,
The Hon'ble S. D. Sassoon,
Mr. J. Fachiri,
„ C. Douglas,
„ E. Spinner,
„ G. A. Kittredge,
„ Nanabhoy Byramjee Jeejeebhoy,
„ James Hutton,
„ T. Forrest,
„ R. Murray,
„ F. D. Parker, and
Mr. J. GORDON, *Secretary.*

The Notice convening the Meeting having been read by the Secretary,

The Chairman said that we had been asked by Government to state our final views as to the most convenient time for the departure of the Mail steamer from Bombay, intimating—

1stly—Whether the Chamber desired that the Mails should start from Bombay in the morning about 10 a.m., or in the evening at sunset;

2ndly—Whether, in its opinion, the interests of the mercantile community would suffer, if the principle of one fixed day for the departure of the Mails from Bombay be surrendered;

3rdly—If that principle should be maintained, on what fixed day in the week the Mail should leave Bombay;

4thly—If the day of the departure should vary with the season, what day should be fixed in the fair season, and what in the monsoon.

Mr. Mackay then proposed the following resolutions:—

1. That this Chamber considers it essential to the convenience of the mercantile community here that the Mails should leave Bombay in the evening at sunset.

2. That, in the opinion of this Chamber, the interests of the mercantile community will not suffer materially if the principle of one fixed day for the departure of the Mails from Bombay be surrendered.
3. That, having consideration to the convenience and interests of the various mercantile communities of England and India, and more especially to the representations that have been made by the commercial communities in the English Provinces, this Chamber is of opinion that the days most convenient for all interests are those suggested by the Marquis of Hartington, viz. :—Thursday evening during the N. E. Monsoon, and Monday evening during the S. W. Monsoon, and that this Chamber strongly urges the adoption of the Secretary of State's proposal.

Mr. Moir seconded the resolution, which was supported by Messrs Kittredge and Roberts, and, on being put to the Meeting, was carried unanimously.

The Meeting then separated, after a vote of thanks to the Chairman.

THE Annual General Meeting of the Members of the Chamber of Commerce was held on Wednesday the 22nd December, 1880, to transact the following business :—

1. To receive the Report of the retiring Committee.
2. To confirm the nomination, made in accordance with Section 12 of Rule VII. of the members of the Committee for 1881.
3. To consider the suggestions of the Committee regarding holidays or non-working days under charter parties.

Present :

The Hon'ble J. N. GRAHAM, *Chairman, in the Chair.*

Mr. G. A. BARNETT, *Deputy Chairman.*

Mr. J. Bradenburg,
,, J. G. Russell,
,, J. Tintner,
,, John Wilson,
,, J. Thorburn,
,, O. Fiedler,
,, R. S. Campbell,
,, Ed. Comber,
,, A. W. Lyon,
,, R. Roberts,
,, J. Fachiri,
Mr. C. F. Meili,
,, J. Steiner,
,, G. A. Kittredge,
,, F. Forrest,
,, J. Janni,
,, J. Hutton,
,, R. Murray,
,, G. E. Noble,
,, J. Buchan,
,, J. D. Dawson,
,, F. D. Parker, and

Mr. J. GORDON, *Secretary.*

The Notice convening the Meeting was read by the Secretary.

On the motion of the Chairman, seconded by Mr. J. Thorburn, Messrs. W. M. Macaulay and Co. were admitted members of the Chamber, after ballot.

The Chairman said: Gentlemen—In presenting to you the Annual Report for the past year I propose to review as briefly as possible the questions of most interest with which it deals. Although the year has been an uneventful one, a great variety of matters of a miscellaneous character have come before us in Committee, but few that have not already been discussed have involved any important issues. One subject, however, to which as a Committee we attached the very greatest consequence, but which scarcely appears in this summarised report so prominently as could have been wished, is the immense importance—almost, I might say, the absolute necessity—for energetic steps being promptly taken to push on all works connected with railway extension. In the Address we presented to H. E. the Viceroy on his recent visit, you cannot have failed to observe the anxiety we showed, even at the risk of appearing tedious, to impress on him how deeply we on this side of India are interested in urging on the Government that vigorous measures be taken for developing the railway system of this Presidency. The question of railway extension is undoubtedly the question of the day, and it is now when the country is prosperous, when food and labour are cheap, and when money for sound investments is easily procurable, that no time should be lost in carrying out such works. Experience has proved that not only are these the panaceas—if panaceas there be—for the miseries of famine and the evils of over-population, but they inaugurate the goal of a new departure for the improvement as to quality and for the increase in the quantities of the products of the country through which they pass. In connection with the bearing of this question on famines it has sometimes occurred to me, that had the Government declared that the revenues derived from the license-tax would be specially devoted to pay the interest on such capital as might be raised for the prosecution of useful works, such as railways, and roads in the districts where famines had been most destructive, or where in the future such calamities might occur, the disfavour with which this tax has been viewed would have been avoided. Twenty lacs of revenue reserved for this purpose would enable the Government to borrow sufficient for the construction of over 500 miles of railway even through a country presenting greater than ordinary difficulties. I would submit that if a further reserve were held against contingent deficiencies, this is a legitimate mode of insurance against the risk of famine—in the

long run more effectual and in the meantime more satisfactory for those who have to pay the tax than the loose system which has hitherto prevailed. Even were the employment of capital in such works by private enterprise encouraged by a moderate Government guarantee, and part of this revenue were appropriated to meet possible deficiencies of interest, I think such a use of the fund would have been generally approved. As to a moderate Government guarantee, I notice that in a report made by Mr. Caird, which accompanied the Report of the Famine Commission—by the way one of the most valuable documents ever issued in regard to Indian agricultural affairs—he makes the valuable suggestion that Government should encourage private companies by granting a guarantee of 3 per cent. interest on such capital as might be employed in carrying out approved schemes. When subscribers of capital know that the value of their stock cannot at the worst be depreciated below a certain point, and that they have a fair chance of eventually receiving a better return than 3 per cent. or 4 per cent., I do not think that any great difficulty would be experienced in obtaining, on favourable terms, whatever funds were required for a well-considered and Government-sanctioned scheme. It has been pointed out by those who have closely studied the question, and have had exceptional opportunity for doing so, that one of the great rocks ahead of Indian prosperity lies in the two rapid increase of population under a peaceful and well-ordered Government. I need not enter into the arguments that are used in support of this view, but just as I have always understood and believed that the wealth of a nation to a large extent consists in its cheap and plentiful labour, so I am convinced that by advocating the prosecution of railways, by which this labour can be brought to market, we shall to a great extent, and as far as in us lies, alleviate such miseries as if they must come, will come. Gentlemen, perhaps I have trespassed too far on your patience in thus dilating on such a well worn theme; but I am deeply impressed by the conviction, that now is the time for action and for exerting all our influence to press on Government that the requirements of the country in respect of railways shall not be merely considered, but be energetically supplied. Turning more particularly to the subjects dealt with in the Annual Report, the License Tax, the Factories Act, and the Mail question have all been very fully discussed, and there is no new feature to point out in any of them. I hope, as regards the first, that when it comes up again we shall be able to enunciate a more unanimous opinion than on the last occasion. As regards the Mail question, I do not know what has become of it. It would

almost seem as though the papers connected with it have been consigned to the remotest pigeon-hole in the Calcutta Secretariat. The question is one to which it is a pity we have been forced to pay so much attention, and I am afraid its non-settlement may be due to a mistaken sympathy felt by the Calcutta Postal authorities, for a very few of the Calcutta mercantile community who are prepared to maintain their individual wishes in opposition, not to our convenience only, but to the convenience of every commercial town in Great Britain having trade relations with the East. It is really carrying local consideration too far, and I trust that Government will quickly settle the matter by disregarding the wishes of a small minority and acting for the common good, thus relieving us of a petty but irritating grievance. As to the annual revision of the Customs Tariff and the question raised under the Postal Convention of Paris, I have nothing particular to say. In regard to the International Telegraph Conference, I trust that when next it is held we may be treated with a little more consideration than on the last occasion. The mercantile public are the largest contributors to the revenue of the Telegraph Department, and there is no difficulty in finding out our views as to any contemplated changes. Seeing the immense expense to which we are driven by the heavy costs of telegraphing, not only by the cost itself, but in the preparation of elaborate cypher codes, I think we are entitled to expect that on no future occasion shall sudden and arbitrary changes be made without our having some voice in the matter. The next subject to which I may allude is the Port Trust, and I feel sure that I shall find myself in harmony with your views if, before doing so, I pay a tribute to the memory of the late Chairman, Colonel Ponsonby Cox, by whose death a career which promised to be most useful to the mercantile public, and of the greatest value to the particular interests with which he had become connected, was prematurely cut short. The rapidity with which he seemed able to understand and sympathise with the numerous questions connected with the trade of Bombay, and the energy and ability he showed in taking up the reins of office, marked him out as an administrator of no common order. Government have in exercising their patronage wisely selected as his successor an officer whose past experience and opportunities of observing the requirements of this port should enable him quickly and satisfactorily to master the duties connected with his post. I trust that our recommendations as to avoiding frequent changes in the officers selected for this appointment may not hereafter be lost sight of. It is satisfactory to be able to inform you that, thanks to the revival of trade, the finan-

cial position of the Trust is more favourable than could have been anticipated even a few months ago, and excluding the Prince's Dock the nett revenue for the first half-year exceeds the estimates. As to the Prince's Dock itself the budgest estimates have been very wide of the mark, the nett revenue having been only Rs. 63,900 against an estimate for the year of Rs. 3,28,000. Notwithstanding this, however, a very careful analysis and estimate prepared by Mr. Manson, the Secretary, seems clearly to indicate that we may at the close of the financial year without being too sanguine look for a surplus sufficient not only to pay off last year's deficit of Rs. 26,000, but to leave a clear balance of about a qurter of a lakh. The land revenue and the rentals are increasing daily, and there is no doubt that the property is becoming a very valuable one. Whether or not the Prince's Dock can ever on its own merits pay its way is a question which time alone can solve. I am afraid its construction has cost too much, and that this and its cost of management are both against it; but in the latter respect it is well to maintain efficiency even at an extra expense, and under the present energetic superintendent, I think, we may rest assured that there is no lack of zeal and attention in carrying on the work. There is no doubt that the neighbouring property is becoming greatly enhanced in value from the vicinity of the Dock, so that indirectly it is probably contributing more to the prosperity of the Trust than at first appears. The next subject to which I may briefly allude is the proposed resuscitation of the Cotton Frauds Act of 1863. This is now before the Legislative Council, and I trust in having distinctly objected to the Bill even on its first reading, my action was in accordance with the general views of the Chamber. It would be waste of time for me to go over the familiar arguments against this piece of legislation. These have on many former occasions been ably enforced by prominent members of this Chamber. The hon. mover told us that the Bill was brought in under instructions from the Secretary of State, and while it is no doubt satisfactory to know that we are indebted to his intervention for the abolition of the obnoxious clauses whereby an unnecessary tax was collected to maintain an equally unnecessary executive, I cannot conceive why the Secretary of State should not leave such a matter to be dealt with on the spot. Even if passed the proposed Bill would simply prove to be legal lumber in the Statue Book, and I trust with such a strong case it may not be difficult to show conclusively the utter uselessness of this measure. It might be of value if the present Chamber were to re-affirm by their approval the Memorial which was sent in to Government in 1878, but the

objections to the Bill are so strong that even this should be unnecessary. The Arbitration scheme passed at our last Meeting has been twice employed for the settlement of disputes, and I believe that on both occasions the care and attention given by the arbitrators to the questions before them, and the fairness of their decisions were accepted without demur. I have little doubt that if those who are inclined to enter into paper warfare or to commit themselves to the glorious uncertainty of the law were to settle their differences by this simple and comparatively economical means, they would have no reason to regret having done so. We found some little difficulty in deciding how the principles on which the awards were based should be extracted and recorded, and I trust the plan adopted may have met with your acquiescence. About the Registration of Partnership Act I need only mention that the Bengal Chamber of Commerce having expressed a desire to take up the subject, we replied that they were welcome to any papers or information that we had collected, but that the sense of this Chamber was so distinctly adverse to an Act of the kind that we did not see our way to co-operate with them further. We have made a second ineffectual attempt to obtain the assistance of the Bengal Chamber in formulating a universal Indian tonnage scale. At present many anomalies exist, in respect not only of the varying systems adopted at different ports, but also of the various articles with which each system attempts to deal. We expressed no predilection for our own or any other system, but were only desirous of reducing to some simple and generally satisfactory scale the anomalies that now exist. The interchange of ports by vessels coming to India is now of such frequent occurrence that the convenience of adopting a uniform easily understood basis for calculating rates of freight must, I think, be obvious. Why this proposal should always prove to be an apple of discord when introduced into the Bengal Chamber I am at a loss to imagine. While I am referring to shipping matters I may say a few words as to the proposal we have laid before you that in order to simplify the settlement of charter parties in respect of the clause about holidays—a clause which has hitherto been rather open to misunderstanding and abuse—certain days should be fixed and considered by the Chamber as such, so that if charterers and shipowners elect to adopt these holidays a clause in the Charter Party to the effect that "Holidays shall count as laid down by the Chamber of Commerce" would obviate all difficulties in the final settlement of the accounts. It also occurred to us that another cause of dispute might be removed by defining a non-weather working day at Prince's Dock during the

monsoon, but we find it somewhat difficult to lay before you a rule which would, at the same time, be well defined and combine simplicity with fairness to both sides. I return from this digression to remind you of the application we made to Government for the reorganisation of the system on which the charges for inland telegraphic messages were based. I am sorry to say the reply we received was most unsatisfactory, and by no means creditable to the enterprise of the Telegraph authorities, showing, as it did, a complete absence of energy and desire to meet the public requirements. I trust, however, that the question is not hopelessly shelved. It only now remains for me to congratulate the Chamber on its financial position, our credit balance being now Rs. 31,637. It may, however, occur to some of you that this accumulation was unnecessary, and that we might have lightened the measurement fees, but if you will refer to the third paragraph on page 54 of the Annual Report you will find that, as soon as we saw our way to do so, we lowered the rate from 6 to 5 pies, and then from 5 to 4 pies per bale at which it now stands. This ought to yield about Rs. 20,000 in the coming year, against an estimated expenditure of Rs. 21,300, but we have not only our balance of Rs. 30,000 to fall back on, but we have the receipts from the measurement of miscellaneous packages which last year amounted to over Rs. 10,000. It will be for the new Committee to consider whether a reduction of the rate can be judiciously recommended. I may say that we have raised the salaries of the measurers to the point from which they were reduced a year ago. They have worked well, and as the advance has been unsolicited it will be the more appreciated.

It was proposed by Mr. Murray, and seconded by Mr. Fachiri, "That the Report of the Committee, which has been circulated, be received with thanks, and printed for general information, together with the documents therein referred, and that the members of the retiring Committee do now receive the thanks of the Chamber for their attention to its interests during the year of office now expired."

The motion was carried.

Mr. Kittredge said he thought that the fee business to which the Chairman had alluded was one which the Chamber ought to take up at that Meeting. The reason that they had got into the unfortunate state—of having Rs. 31,000 to the good—(laughter)—was that a small margin which was set aside each year to provide against deficiencies had been allowed to accumulate until they found themselves in their

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present condition. If they pleased next year they could measure for nothing and still have a very good reserve. He proposed that in order to reduce the reserve fund the fee should be lowered to three pies for measuring.

The motion having been seconded, a discussion ensued, in the course of which a member pointed out that the increase in the revenue derivable from the measuring fees was owing to the increase in the number of micellaneous packages. He suggested that before reducing the fees on cotton, they ought to reduce the fees for miscellaneous packages. The Chairman pointed out that miscellaneous packages had to be measured separately, whereas in cotton only five bales out of a hundred had to be measured.

Ultimately Mr. Kittredge withdrew his motion, on the understanding that the matter should be considered by the Committee.

THE NEW COMMITTEE.

It was proposed by Mr. G. Noble, seconded by Mr. Russell, and carried unanimously, " That the following gentlemen should be elected members of the Committee for the year 1881 :—F. Mathew, Esq. (Agent of the B. B. and C. I. Railway), Thos. Forrest, Esq. (Agent of the Chartered Bank of I. A. and China), C. Kapp, Esq. (Messrs. Sigg-Sulzer and Co.), H. A. Richardson, Esq. (Messrs. Wallace and Co.), and Clement Poole, Esq. (Messrs. Peel, Cassels and Co.)

HOLIDAYS UNDER CHARTER PARTIES.

The following Report of the Committee was presented :—

Since the year 1875 the Committee of the Chamber have adopted the rule that days on which the Custom House is closed, either wholly or partly, should not, in respect of chartered vessels, be counted as working days. In consequence of this rule, almost every charter party involves a dispute between the captain and the charterer as to the holidays that can be claimed, and the former generally leaves with an unsatisfied feeling that he has not had full justice. With the view of facilitating the amicable settlement of such questions, the Committee deem it desirable to lay down a fixed system, which may or may not be adopted by shipowners and charterers just as they like, but which shall be as fair to both parties as the Chamber can make it. The system which they suggest is that on account of the difficulty of obtaining native labour for the loading, stowing or unloading of cargo on the more important native holidays, only such holidays should be allowed, and that a list of these and other holidays for the

year should be printed, published, and distributed by the Committee of the Chamber to merchants and shipowners in Bombay and elsewhere. When there are more holidays than one on any one occasion, only the principal day will be allowed; and the holidays for the year being thus fixed and notified by the Committee at the commencement of each year will enable shipowners and charterers to settle the terms of their charter parties with a knowledge of the holidays which may be claimed by the charterer. They therefore submit, for the approval of the Chamber, that, in cases of charter parties wherein no stipulation is made, the following holidays may be adopted, and that the particular day, on occasions when there are more holidays than one, be fixed by the Committee of the Chamber :—

New Year's Day	...	...	One day.
Holi ...	...	...	One day.
Good Friday	...	...	One day.
Queen's Birthday		...	One day.
Cocoanut Day	...	...	One day.
Janma Ashtami..		...	One day.
Pateti...	...	...	One day.
Dussera	...	...	One day.
Dewali..	...	...	One day.
Christmas Day	...	...	One day.

The Chairman in proposing the adoption of the scheme observed that the Committee had drawn it up in as simple a form as possible, with the object that if any advantageous changes could be recommended they might be accepted.

Mr. Wilson seconded the motion.

Mr. Meili thought that there were too few holidays included in the scheme. He would rather that the matter should be left to the Committee to be dealt with hereafter.

The Chairman pointed out that the scheme was quite optional, and that no one need adopt it unless they liked. It was merely brought forward in order that charterers and shipowners might have some definite system to go upon in regard to these holidays. He had no doubt it was within the experience of many present how much worry, annoyance, and misundertanding was caused in consequence of the number of holidays not being defined. It gave rise to a great deal of dissatisfaction amongst the captains, who left not only irritated by the annoyance caused, but often under an impression that they had been got the better of.

Mr. Kittredge said he did not understand what the Chairman meant

by the scheme being optional. He took it that if it was passed that day, next week if there was a dispute the scheme might be given in evidence as the opinion, so far as it went, of the Chamber, with regard to what were considered holidays by the commercial community of the city. He suggested that the matter should be postponed for six months, in order that the parties interested might have an opportunity of considering the scheme and making any objection that they thought fit. He subsequently proposed an amendment to the effect, that the matter should be adjourned *sine die*.

Mr. Meik seconded the amendment, which was carried, and after a vote of thanks had been passed to the Chairman, the proceedings terminated.

ANNUAL REPORT.

THE Annual Reports of the Committee, for many years past, embraced the principal topics which had engaged their attention during the official year which ended on the 30th September. The last Annual Report, and the accounts of the Chamber, were made up for the year ending 30th September, 1879. In consequence, however, of the desire expressed by members of the Chamber, at the Annual General Meeting held on 31st October, 1879, that a system of electing the managing body by ballot should be introduced, the Committee retiring on that occasion were re-elected, and continued to act until 31st December, 1879, when the rules passed at the Special General Meeting of the Chamber held on the 5th idem, prescribing the mode in which future Committees should be elected, came into force and your Committee took office. The present Report, therefore, extends from 1st October, 1879, to 30th November, 1880, and comprises the subjects dealt with, during that period, by your Committee, and by their predecessors in office from the date of their re-election.

THE TRADES AND PROFESSIONS TAX BILL No. XVIII. OF 1879.

This Bill was introduced into the Legislative Council of His Excellency the Governor-General on the 14th November, 1879, for the purpose of consolidating and amending the existing License Tax Acts. It was considered necessary to exempt from liability to this form of taxation all persons whose incomes were less than Rs. 250 per annum, the effect of which would be to exempt more than a million persons

from taxation, involving a sacrifice of an annual revenue of about £240,000. With a view to making good this loss of revenue, and to obtaining at the same time greater equality in the incidence of taxation, it was proposed to extend the operation of the law to official and professional men, the tax being fixed at a similar rate to that imposed on the trading classes. The Bill proposed to treat the trading and professional classes alike. In regard to traders, it made no important change in the system followed under the existing License Tax Acts, except that it increased the fees payable by persons with the larger incomes, as the richer traders would otherwise be taxed at a lower rate than that applied to the salaried classes. The system of classification now in force was generally retained. Some small variation in the rate at which the tax fell on different incomes was under any such system unavoidable; but the new schedule had been so framed, that the difference between the highest and the lowest rates did not exceed one-half per cent., the average incidence of the tax being a little over 1½ per cent. on estimated annual earnings. The Bill proposed to assess the salaried classes on their actual salaries, at the rate of 1½ per cent.; the lower limit of taxable salary being fixed at Rs. 100 per month, and the military servants of Government, whose pay and allowances did not exceed Rs. 500 per mensem, being exempted from liability to the tax.

The Committee then in office considered that the proposed measure had lost its character as a License Tax, and that the details of it were highly objectionable; that the Bill was in reality an income-tax rendered especially obnoxious by the circumstance that its inquisitorial provisions were unprecedented, and that incomes from realised property, which were admittedly those most able and those which should before all others be called upon to contribute to the necessities of the State, were exempted from its

operation. The Committee accordingly prepared a Memorial to be addressed by the Chamber to the Viceroy and Governor-General praying that His Excellency would withhold his sanction from the proposed Bill until the nature of the tax was changed to that of a license tax, in the manner pointed out, and until the objectionable features of the Bill were removed.

A Special General Meeting of the Chamber was convened on the 5th of December, 1879, to discuss the principle of the Bill, and the Memorial of the Committee was submitted to the Meeting. Another Memorial in the shape of an amendment was proposed by Mr. Kittredge recommending that if, for the reasons stated, Government could not expect to receive the required revenue from a License Tax under which the community, divided into a few classes, paid taxes not burdensome on any, Government might be pleased to withdraw this proposed Trades and Professions Tax Bill, and bring in a Bill for the imposition of an Income Tax. A second amendment was brought forward by Mr. Sorabjee Framjee Patel, who considered that the Memorial of the Committee could with propriety be safely modified. Mr. Sorabjee proposed that the 2nd and 3rd paras. of Mr. Kittredge's Memorial be added to the Committee's Memorial as a preamble, as also a portion of the 9th para., ending with the words "past ten years"; that "not only" before and "but unjust" after the word "hard" in the 14th line of the 5th para. of the Committee's Memorial be added: the sentence would then read,—"It seems to your Memo-"rialists to be not only hard but unjust on the employé"; that instead of the last sentence of this para. the following might be substituted,—"that section 30 is superfluous and should be expunged": and that in the fourth line of the last para. of the Committee's Memorial the words "official classes" be substituted for the word "latter." A third amendment was submitted by Mr. Forrest, who proposed

that Mr. Kittredge's Memorial, with the exception of the last two paragraphs, and half the previous one, or that portion of the Memorial which had reference to an income tax, be adopted. The original proposition, and the various amendments were then put to the Meeting, with the following results:—For Mr. Forrest's amendment there were 5 votes and 12 against it; for Mr Sorabjee's amendment 6 votes and 9 against it; for Mr. Kittredge's amendment 8 votes and 10 against it; and for the original proposition 9 votes and 10 against it. As neither the motion, nor any of the amendments was carried, the Chairman declared that the result of the discussion was that the Chamber take no step in the matter of the Trades and Professions Tax Bill of 1879.

The Bill again came before the Legislative Council of the Governor-General on the 24th December, 1879, when the proposal to pass the Bill into law was postponed until after the publication of the Budget.

In the Financial Statement introduced on the 24th February, 1880, the Honourable Sir John Strachey made the following announcement:—"The Government has now "had to consider this question—admitting, as we must do "in the present state of the finances, that we do not absolutely require the £240,000 which the contemplated taxation of the officials and professional men would yield,—"is it now desirable to impose it merely for the purpose "of making our system of taxation more theoretically equal, "and removing to some extent the reproach, which undoubtedly is true, that certain classes do not at present "bear their full share of the public burdens? If it had "now been possible to attempt the removal of the numerous inequalities and anomalies which are inseparable "from any such partial system of taxation as that which "now exists, this would have been an object of high im-

" portance ; but the mere extension of taxation to the offi-
" cial and professional classes would clearly be no complete
" solution of such a problem, although it might be a step
" towards it. On the whole, the Government thinks it
" better, for the present at any rate, not to press this part
" of its proposals. We have given up £340,000 from our
" existing taxes, and we do not ask that any fresh taxation
" shall be imposed. The amendment of the present law is
" desirable to carry out the exemption of the lower classes
" of traders, and for the removal of one or two difficulties
" which I shall explain later on ; but with these exceptions
" no change is proposed in the License Acts now in force."
The premises on which these remarks were based subsequently proved to have been erroneous.—(*Appendix* B.)

THE FACTORIES BILL.

A letter, dated 24th November, 1879, was received from Government forwarding a copy of a Bill to regulate labour in factories, together with the Statement of Objects and Reasons, and requesting that Government might be favoured with any observations which the Chamber might wish to make on the Bill. A Special Committee, consisting of the Hon'ble Mr. Mowat, Messrs. F. Mathew, E. Comber, L. R. W. Forrest, F. Vouillon, J. Janni, James N. Graham, Dinshaw Manockjee Petit, the Hon'ble Mr. Morarjee Goculdas, Messrs. James Greaves, S. Solomon, and J. Hector, were appointed to consider and report on the provisions of the Bill. The Report of the Special Committee was submitted to the Members of the Chamber in General Meeting assembled, on the 11th December, 1879, and underwent considerable modification. The Report of the Special Committee, and the Report of the Chamber, as sent in to Government, will be found in the appendix.

The Bill of 1879, however, was, after reference to the Select Committee of the Legislative Council of the Gov-

ernor-General, withdrawn, and a new Factories Bill No. II. of 1880, forwarded, on the 6th May last, to the Chamber, with a request that Government might be favoured with any observations which the Chamber might wish to make on the Bill. The main features of the new Bill consisted of the following changes :—

(*a*) The Bill was made applicable to the whole of British India.

(*b*) The distinction between two classes of persons, namely, "children" (*i.e.*, persons under 12 years of age) and "young persons" (*i.e.*, persons between the age of 12 and 16), was abandoned, and the amended Bill dealt with one class only, namely, "children," which it defined as persons under the age of 14 years.

(*c*) The minimum age of employment was fixed at 8 years.

(*d*) The Bill admitted of children between the ages of 8 and 14 years being employed for ten hours a day, including one hour for relaxation, but required that they be allowed four holidays in the month.

The new Bill was carefully considered by your Committee, and their report, which was circulated among the members of the Chamber, and submitted to the General Meeting held on the 3rd August last, unanimously confirmed. The chief points urged by the Chamber in this report were that the age of persons to whom the Act should be made applicable should be reduced to ten years (which might afterwards be raised if found desirable) so that the least possible disturbance should be caused to the millowning industry ; that a clause might be introduced into the Bill providing that the certifying surgeon should periodically visit each mill, and certify, free of charge, in

the register to be kept by the mill, that all the children were physically fit for the work; and that the greatest care should be exercised in appointing persons of character and standing to fill the posts of Inspectors of Factories, as the proper administration of the Act depended entirely upon them, and the Act, if injudiciously or improperly carried out, would be worse than useless.—(*Appendix* C.)

TIME OF DEPARTURE OF THE ENGLISH MAILS FROM BOMBAY UNDER THE NEW MAIL CONTRACT.

Since the 1st of January last, the departure of the Overland Mail Steamer from Bombay has taken place on Saturday evening.

A letter, dated 9th February, was received from Government forwarding for the information of the Chamber copies of a letter from the Government of Bombay to the Government of India, dated 19th January, transmitting a petition from the inhabitants of Bombay praying for a re-consideration of the arrangements fixing the hour for the departure of the steamers from Bombay, and of a telegram from the Government of India stating in reply to that letter that it was very unlikely that the British Post Office would consent to a Friday evening departure, but perhaps it might be induced to agree to a departure at 2-30 p.m. on Saturday, the mails closing at noon. The Government of Bombay had very earnestly requested the Government of India that they might be pleased to arrange for a Friday evening departure, and they now requested the Chamber to state whether they approved of the compromise suggested by the Government of India that the Post Office should close at noon, and the mail steamers should leave at 2-30 p.m. on Saturday. His Excellency added that, if the Chamber concurred in that view, he was prepared

to urge the Government of India to cause the immediate closure of the mails at noon on Saturdays, and to beg of that Government to move the Home Government favourably to entertain the earnest request of the entire Bombay community that the mail might close on Friday evening. This correspondence was considered at a General Meeting of the Chamber specially convened for the purpose, and after a full discussion of the whole question the following resolution was carried unanimously :—"That this Chamber "tenders its grateful thanks to the Government of Bombay "for their efforts to secure a change in the departure of the "mail steamer, and, having considered the telegram just "received from the Government of India, resolves as "follows :—That the Chamber fails to see that a Friday "evening would cause any real inconvenience anywhere, "while both at Home and in Bombay most serious incon- "veniences are now experienced from the Saturday evening "departure, and most of these inconveniences would re- "main were the proposal for a Saturday afternoon sailing "accepted. That the Government of India be respectfully "requested to communicate by telegraph with the British "Postal authorities on the subject, as the Chamber believes "that the mercantile community in England object strong- "ly to a Saturday evening departure from Bombay." Copies of this resolution, and of the proceedings of the Meeting, were forwarded to Government with a request that they would communicate the views therein set forth to the Government of India; also to the Chambers of Commerce of Manchester, Liverpool, Glasgow, Birmingham, and Bradford with a request that they would favour this Chamber by urging a Friday evening departure on the British Post Office.

A few days afterwards, Mr. Monteath, the Director-General of the Post Office of India, happened to be in Bombay, and your Committee availed themselves of the oppor-

tunity of holding a conference with him on the 27th February in regard to the time of the departure of the mail steamer. At this conference several of the members of the Chamber were invited to be present. Mr. Monteath observed that the inconvenience to the Bombay commercial community of a Saturday departure seemed to him to be enhanced by the fact that a noon departure was less of a remedy than he had supposed. He was surprised to find that so many of those present regarded a change from evening to noon not only as no remedy, but as a positive enhancement of the evil. As to the desired change to Friday, he placed before the members present the recent remonstrance of the Bengal Chamber against any such change, and he mentioned also the fact that the British Post Office had expressed its preference for Saturday as compared with Friday. He mentioned, also, that Calcutta interests, if taken by themselves, would point to a Monday departure from Bombay, which day would, he believed, accord with the estimate of British interests formed by the British Postal authorities; and that it was only out of deference to Bombay interests that the Calcutta Chamber was not pressing for a Monday departure. He said that he thought that the question of the alteration of the day of departure was one which could not be usefully taken up with reference to the current year's time-table, and that there would be ample time for its discussion before the time-table for next year was drawn out. In the meantime he would like our decision as to the hour for the departure of the mail, and, as there was a considerable difference of opinion as to whether the change to the earlier departure would be an advantage or not, it was decided to hold a General Meeting in order to obtain an expression of the Chamber's views on the point. A Special General Meeting of the Chamber was therefore held on the 2nd March, 1880, when the following resolution was carried:—"That the Director-General of the Post

"Office of India be requested to continue the departure of "the mail at 7 o'clock until the 1st June, and, from that "time until the end of the year, that the time of departure "be fixed at 2-30 in the afternoon." This resolution was duly communicated to the Director-General.

A letter, dated the 28th April, was next received from the Director-General requesting an expression of opinion on the part of the Chamber as to how far a departure of the Overland Mail Steamer from Bombay at 10-30 a.m. on Saturday would meet the convenience of the mercantile community. This could be arranged by advancing the train departure from Calcutta to the extent of about 2 hours, so as to bring it into Bombay about 2 hours earlier, and this alteration would also have the further advantage of securing for Bombay an earlier daily delivery of letters brought by the train. It would also, he believed, save the present detention of about 7 hours suffered by the homeward mails in Egypt. The time allowed for transit through Egypt on the outward voyage was 17 hours, and on the homeward voyage 24 hours: the reason, as he believed, being that the steamer could not leave Alexandria till daylight. By starting the steamer from Bombay at the proposed hour, this detention would, he believed, be saved. The Director-General added that the mercantile community of Calcutta were very much opposed to a Friday evening departure of the steamer, and he was in hopes that the early morning departure on Saturday, as now suggested, might be regarded in Bombay as practically equivalent or nearly so to a Friday evening departure. Your Committee, after communicating with the Bengal Chamber, replied that, in their opinion, similar objections to those which were raised by this Chamber to a mid-day departure on Saturday were applicable to a departure at 10-30 a.m. These objections were as follows:—(1) If the views expressed by the

Bengal Chamber to the effect that "a Saturday morning "departure of the steamer from Bombay would admit of "a Friday evening closing there" were accepted and acted upon, it would be equivalent to a loss of 15 hours in the delivery of a large proportion of the mails in England; and (2) if the mails were closed at an early hour, great injustice would be done to those engaged in the export trade of this port, and their transactions would be seriously hampered. The complaints, moreover, which were constantly being received from London, and all other towns in the United Kingdom which had business relations with India and the East, of the inconvenience which was suffered under the present arrangement, would not be remedied. Copies of this letter were forwarded to the Secretary to Government, who, on the 23rd July, was so good as to inform the Chamber that Government had, in a letter of that day's date to Mr. Monteath, strongly supported the recommendations of the Chamber in favour of a Friday evening departure of the English mail steamer from Bombay.

Subsequently, a Memorial was addressed by your Committee, on behalf of the members of the Chamber, to the Secretary of State for India, earnestly praying, for the reasons stated, that his Lordship might be pleased to arrange for the departure of the mail steamer from Bombay on Friday evening all the year round instead of on Saturday evening as at present. Copies of this Memorial were also forwarded to the Manchester, Liverpool, Glasgow, Birmingham, Bristol, and Dundee Chambers, with a request that they would respectively support the prayer of it.

The question remained in this position when a letter, dated 1st October, 1880, was received from Government, forwarding for the opinion of the Chamber, a letter from the Government of India, No. 2904, dated 21st September, with despatches from the Secretry of State for India on the subject of fixing the day for the departure of

the Overland Mail Steamer from Bombay. The despatches, No. 130, dated 22nd April, and Nos. 270 and 271, both dated 19th August, transmitted Memorials from the Chambers of Commerce of Manchester, Huddersfield, Glasgow, Liverpool, and Dundee, from the Chartered Bank of India, Australia, and China, and from the Leading Firms and Companies in London interested in the Indian Mail Service, in which the Memorialists represented the inconvenience felt in Great Britain in consequence of the despatch of the English Mails from Bombay on Saturday. In his despatch No. 271, the Secretary of State also informed the Government of India that, on the 5th August, he had received a very important deputation of gentlemen representing the various Chambers of Commerce, Banks and Mercantile Bodies interested in this question. In order to meet the views of the mercantile community of Great Britain in this matter, which appeared to the Marquis of Hartington to be reasonable, his Lordship suggested that the mails be despatched from Bombay on Thursday in the fair reason, and on Monday in the monsoon. This would admit of the mails leaving Calcutta on Monday and Friday, and Madras on Tuesday and Saturday respectively, arriving in London in the fair season on Tuesday, and in the monsoon on Monday. In the letter, however, of the Government of India, No. 2904, above referred to, the Chamber was requested to state its final views upon the whole subject, intimating—

1stly.—Whether it desired that the mails should start from Bombay in the morning about 10 a.m., or in the evening at sunset:

2ndly.—Whether, in its opinion, the interests of the mercantile community would suffer, if the principle of one fixed day for the departure of the mails from Bombay be surrendered:

3rdly.—If that principle should be maintained, on what fixed day in the week the mail should leave Bombay:

4thly.—If the day of the departure should vary with the season, what day should be fixed in the fair season, and what in the monsoon.

The letter of the Government of India to the Government of Bombay, No. 2904, together with the documents which accompanied it, was circulated among the members of the Chamber, and a Special General Meeting of the Chamber was held on the 7th October to consider the reply which should be given thereto, and the following resolutions were carried unanimously :—

1. That this Chamber considers it essential to the convenience of the mercantile community here that the mails should leave Bombay in the evening at sunset.

2. That, in the opinion of this Chamber, the interests of the mercantile community will not suffer materially if the principle of one fixed day for the departure of the mails from Bombay be surrendered.

3. That, having consideration to the convenience and interests of the various mercantile communities of England and India, and more especially to the representations that have been made by the commercial communities in the English Provinces, this Chamber is of opinion that the days most convenient for all interests are those suggested by the Marquis of Hartington, viz.:— Thursday evening during the N. E. Monsoon, and Monday evening during the S. W. Monsoon, and that this Chamber strongly urges the adoption of the Secretary of State's proposal.

These resolutions were duly communicated to Government.

The thanks of the mercantile community are due to His Excellency the Governor in Council for the support which he has given throughout to the views of the Chamber on this important question.—(*Appendix* D.)

THE INDIAN CUSTOMS TARIFF.

In accordance with the Chamber's recommendation, the Government of India decided that the Customs Tariff valuations should be revised annually. By the notification of the Government of India, No. 1972, dated 30th July, 1879, the statements of prices described therein for the year to the end of December, prepared by the Collector of Customs, and the suggestions of the Chamber, should be ready so as to reach Calcutta by the end of January. A Special representative Committee consisting of Messrs. J. N. Graham, C. T. Meili, R. B. Sedgwick, J. G. Russell, S. Solomon, D. S. Kemp, Jairajbhoy Peerbhoy, Fazel Jan Mahomed, Abdool Hoosain Hajee Zenal Abadin, and Jamsetjee Framjee, was, therefore, appointed early in January to revise the tariff. Their report was submitted to a Special General Meeting of the Chamber held on the 30th idem and, having been adopted, was sent in to Government.—(*Appendix* E.)

THE POSTAL CONVENTION OF PARIS SIGNED AT PARIS 1st JUNE, 1878.

In October, 1879, our predecessors in office brought to the notice of the Director-General of the Post Office of India the anomaly in the rates of postage chargeable in India upon letters and newspapers addressed *via* Brindisi to the United Kingdom compared with the rates charged on letters and newspapers addressed *via* Brindisi to the Continent of Europe and America. The rates charged on letters addressed to the United Kingdom *via* Brindisi were

5 annas per ½ oz., and on newspapers 2 annas per 4 oz., while the rates on letters to Germany *via* Brindisi were only 3 annas for letters and 1 anna for newspapers, although the distances to many places in Germany were very little less, and in some cases greater, than the distances to the United Kingdom. The rates of postage to Russia, including Finland, on letters addressed *via* Brindisi through Germany were 3 annas per ½ oz. for letters, and 1 anna for newspapers, being the same as the rates to Germany, and 2 annas less for letters and 1 anna less for newspapers than the rates charged to the United Kingdom, although the distance to Russia was much greater than to the United Kingdom. Again, the rates of postage charged on letters and newspapers addressed to the United States of America *via* Brindisi, through the United Kingdom, were the same as the rates to the United Kingdom only, *viz.*, 5 annas per ½ oz for letters, and 2 annas for newspapers. The same anomaly appeared also in the rates of postage chargeable in the United Kingdom, in the United States of America, and in Germany, to India. The rates charged in the United Kingdom on letters addressed to India *via* Brindisi were 6d. per ½ oz., and on newspapers 2d. per 4 oz., while the rates from the United States or Germany *via* Brindisi were 2½d. for a letter and 1d. for a newspaper. The Committee being wholly at a loss to conceive on what principle these arrangements were entered into, asked the Director-General to be so good as to submit the whole subject to the Government of India, with a view to the rates of postage between the United Kingdom and India, and India and the United Kingdom, being placed on the same footing with the rates charged from the Continent of Europe and the United States of America to India, and from India to those countries; and in the mean time to kindly favour the Chamber with a copy of the proceedings of the Postal Union Convention recently held at Paris.

The Director-General, in his reply, courteously explained the principle which governed the present arrangements :—The international Postal Convention concluded in Paris in 1878 provided for three different scales of postage rates, namely :—

I. The ordinary union scale of rates : applicable wherever the transit did not include sea conveyance exceeding 300 miles.

II. The ordinary union scale of rates, increased by sea rates wherever the sea conveyance exceeded 300 miles.

III. Either of the two scales of rates mentioned above, increased by the actual cost of any extraordinary service, such as transit by special train.

It was in the option of any country to forego the collection of the additional sea rates authorized under head No. II., and this option had been exercised by the following countries :—Bulgaria, Egypt, Greece, Luxemburg, Roumania, Russia, Turkey, United States of America. Most of these countries had so little sea-borne correspondence to deal with, that it was hardly worth their while to have separate rates for it. But in the cases of Germany and the United States which had considerable sea-borne correspondence, the principle was, no doubt, that of making the cost of sea conveyance a charge not upon the correspondence itself, but upon the general revenues of the State.

It was also in the option of any country to forego the collection of the extra rates authorized to meet the expense of transit by special train, but there were very few instances of the use of special mail trains. The special train for the conveyance of the Eastern mail across the Continent of Europe, and a similar service across the United States of America were the only instances of importance.

The fact of a special train service being used at great cost to carry the Eastern mails across the Continent of Europe, and the consequent levy of extra postage to meet the extra cost so incurred, was the main cause of the difference of rates complained of. But the extra postage so levied was rather below than above the actual extra cost involved in transit by special train. If India were content with the ordinary train service across Europe, there would be no necessity for levying the extra postage : but the Government had always regarded it as a proper thing to make the large extra cost involved in the special train service a charge upon the correspondence so conveyed, the only other way of meeting it being that of defraying it from the general revenues of the country.

The Committee, in their letter to the Director-General, observed that reduced rates of postage on letters between England and India would probably result in so great an increase of letters and newspapers being sent by the Overland Mail Service as to lead to a considerable augmentation of the postal revenue. On this point, however, the Director-General remarked that the rate of postage on Brindisi letters stood at 8 annas prior to July, 1876 ; that it was then reduced to 6 annas ; and that, in April 1879, it was still further reduced to 5 annas. But that these reductions had no material effect in stimulating correspondence ; the only marked effect being the transfer of a considerable portion of the correspondence formerly sent by the cheaper Southampton route to the more expensive Brindisi route.

Subsequently the Director-General forwarded to the Chamber a copy of the Postal " Convention of Paris," signed on the 1st June, 1878, and of the " Detailed Regulations " for the execution of that Convention, both of which will be found in the Appendix.—(*Appendix* F.)

THE INTERNATIONAL TELEGRAPH CONFERENCE, 1879.

In the last Annual Report, it was mentioned that the Committee then in office had addressed a Memorial on behalf of the Chamber to His Excellency the Viceroy, praying that His Excellency would take such steps as would prevent the injurious changes pointed out, and more particularly the unjust and unnecessary rule as to proper names, from being ratified. To this Memorial, a reply, dated 5th December, 1879, was received, that the Government of India had already communicated its approval of the rules to the Secretary of State, with a view to the ratification of the Convention; and, even if this had not been the case, that they would have been unwilling to disturb the conclusions arrived at by such a body as the International Telegraph Conference. Similar Memorials had also been sent by the Bengal Chamber to the Government of India, and by several of the English Chambers of Commerce to the Postmaster General. Copies of these and of the International Telegraph Convention, with London revision of service regulations, translated by Alfred Brasher, and the Rules for Foreign Messages based on the London Convention, issued by the Government of India, will be found in the Appendix.—(*Appendix* G.)

CLOSING OF THE CARNAC, NICOL, AND MUSJID BUNDERS' SIDINGS BY THE G. I. P. RAILWAY COMPANY.

In January last, a Memorial was received from a number of native merchants, inviting the attention of the Chamber to the advertisement which had been published by the Company to the effect, that goods would not be taken to or booked from these sidings from the 1st February, 1880, and asking the Chamber's assistance to call a Public Meet-

ing to memorialize the Government on the subject of this intention to close sidings which were to the mercantile community the most convenient and useful in the city. Your Committee, however, did not see that the Chamber could move in this matter with advantage, as it was in the hands of the Port Trustees, the G. I. P. Railway Company, and the Government. Another reason, moreover, for their not interfering was that a counter petition, signed by influential native merchants, had been received, approving of the step taken by the G. I. P. Railway Company in closing the sidings.

TEMPORARY REMISSION OF DOCK DUES.

In January last, a proposal was made by the Port Trustees, that dock dues be not charged on vessels entering the Prince's Dock until the 1st April, 1879. Government, in view of the explanation given, were willing to agree to this proposal, provided always that the dock dues on cranes and on the landing of goods on the dock wharves, and the usual wharfage fees were paid *plus* godown fees, if goods remained more than the fixed time; but, before orders were issued, Government requested to be favoured with the opinion of the Chamber on the proposal. The proposal made by the Trustees was based on the following grounds:— (1.) They had found strong opposition to the dock due of 4 pies per ton per diem being at once levied upon vessels. (2.) In some cases, shipping agents in Bombay had no authority from their owners to incur the expense, and refused to send vessels into Dock if the charge be levied. (3.) Several accidents having occurred to the vessels that had already entered the Dock, some agents and captains were unwilling to run the risk of damage, and preferred to wait until the Dock establishment had acquired experience. (4.) As warehouses were not yet ready at the Dock, some con-

signees used considerable pressure on shipowners not to go into Dock, being entitled by their charter to receive their goods from the ships' side into boats in the stream. (5.) Some shipmasters were under the impression that they could get quicker despatch in the stream, as they could discharge from both sides of the vessel instead of only one; and they could only be convinced by experience that the idea was incorrect. For these reasons, it appeared to the Trustees to be advisable for a short time to encourage vessels that were willing to lead the way in entering the Dock; and the Trustees fully expected that when shipowners and masters had ascertained from actual experience the great advantages of the Dock, and the safety with which it could be entered, they would willingly consent to the payment of the dock due which had been sanctioned, and which, they admitted, was small in amount.

Your Committee considered that it would be wise policy to remit dock dues for a time. Docking was new to Bombay, and had prejudice and hostility to contend against, and it was for the interest of the Port Trust to have the system tested as soon and as fully as possible. They would have approved of the remission for a longer period than two months, and they respectfully suggested the advisability of giving free entrance to vessels during the whole of the export season—namely, until the end of June, 1879. This suggestion was adopted.

DOCK WARRANTS.

The rules for the issue of Warrants for goods left in the custody of the Port Trustees at Prince's Dock, also the rates charged, which were approved by your Committee, will be found in the preliminary part of this volume, along with the Bye-laws for the Regulation and Management of the Wet Docks of the Bombay Port Trust.

THE FALL IN THE VALUE OF SILVER IN RELATION TO GOLD AND CONSEQUENT LOSS BY EXCHANGE.

It will be remembered that the Government of India, in the Financial Statement, dated 13th March, 1879, stated that they had submitted their views on this subject to the Secretary of State, and that, as the measures which appeared to be in contemplation might possibly have had a serious effect on the commerce of the country, our predecessors in office requested the favour of an opportunity of offering an opinion upon them before they were introduced. The Chamber is now informed in reply that a despatch had been received from the Secretary of State, dated 5th February intimating that he did not at present propose to enter into any detailed discussion of the views of the Governor-General in Council on the value of silver in relation to gold. His Excellency, therefore, did not think it desirable to invite the Chamber to express its opinion upon those views. Lord Cranbrook, however, at the same time added that the question of the Indian exchanges, and their position with regard to the supply of silver was one which was continually before him, and he should at any time be ready to give a very careful consideration to any views which the Chamber might desire to present to Her Majesty's Government on the subject.

INTERNATIONAL EXHIBITION AT MELBOURNE.

On the 8th of December, 1879, His Excellency the Governor in Council issued a Notification nominating the Honourable Mr. Mowat, of the firm of Messrs. Ritchie, Steuart and Co., Chairman of the Chamber, to be President, and certain other gentlemen to be members of a Committee for the purpose of ensuring the adequate representation of

the products of the Bombay Presidency at the International Exhibition to be held at Melbourne in October, 1880. A Meeting of the Committee was held on the 16th December last, when Messrs. John Gordon and Nanabhoy Byramjee Jeejeebhoy were appointed Honorary Secretaries of the Committee, and Sub-Committees were appointed for the collection of specimens of the raw and manufactured products of the Presidency for shipment to Melbourne. The subscriptions from private sources amounted to Rs. 4,525-0-0. Your Committee regret that while the Government of India and the Governments of Bengal, Madras, and the North-West Provinces largely aided with money grants their respective Committees, no contribution could be obtained from the Government of Bombay. Owing, however, to the kind consideration of the Superintendent of the P. and O. Company, who forwarded the exhibits to Melbourne at half the current rate of freight, the Committee were just enabled to defray the necessary expenses attending the collection, transmission, and exhibition of the articles. These have been entrusted to the care of Mr. O'Conor, who, under the orders of the Government of India, has proceeded to Melbourne to conduct the arrangements for the due exhibition of articles forwarded from this country. A list of the articles sent from Bombay, and a statement showing the subscriptions received and how the money was disposed of, will be found in the Appendix.—(*Appendix* H.)

THE PRACTICE OF WEIGHING DUTY-FREE PIECE GOODS.

Representations were made to your Committee of the great delay, trouble, inconvenience, and loss of interest, caused to importers by this practice, which, moreover, carried with it no advantage to Government, and entailed

unnecessary work on the Customs establishment. Your Committee addressed the Collector of Customs on the subject, urging the abolition of the practice. A departmental Standing Order, No. 1672, was issued by the Collector dispensing with the weighment of duty-free Cotton Piece-Goods, except when ordered as an occasional check upon declarations.

ELECTIVE TRUSTEES OF THE PORT.

In accordance with the provisions of the Bombay Port Trust Act VI. of 1879, three, out of the five Elective Trustees elected on 3rd October, 1879, retired from office on 31st March, 1880, but were re-eligible. The retiring Trustees were the Honourable Mr. Mowat, and Messrs. J. N. Graham and S. D. Sassoon. The election by ballot on the 8th and 9th March resulted in the same gentlemen being re-elected Trustees.

On the 14th of May, 1880, the Honourable Mr. Mowat, being about to proceed to England, resigned the office of a Port Trustee. The result of the election by ballot on the 31st May and 1st June was that Mr. Charles Douglas, of the firm of Messrs. Ritchie, Steuart and Co., was elected a Trustee in Mr. Mowat's place.

THE PORT TRUST, 1879-80.

The accounts for the year ending 31st March, 1880, showing the expenditure on Revenue Account to have been Rs. 15,91,079-1-11, which included Rs. 8,60,183-11-8 for interest payable to Government, and the income Rs. 15,64,721-12-3, leaving a deficit of Rs. 26,357-5-8.

The results of the working of the Port Trust, from its

commencement until 31st March, 1880, were as follows:—

	Deficits.			
From 26th June 1873 to 31st March 1874	Rs.	164,861	7	3
From 1st April 1874 to 31st March 1875	„	91,080	13	6
From 1st April 1875 to 31st March 1876	„	36,455	9	0
From 1st April 1876 to 31st March 1877	„	102,322	11	5
From 1st April 1879 to 31st March 1880	„	26,357	5	8
Total deficits	Rs.	4,21,077	14	10
Deduct surplus for the year ending 31st March 1878	Rs.	101,106	8	11
Do. do. 31st March 1879	Rs. „	57,600	4	6
		1,58,706	13	5
Balance being loss	Rs.	2,62,371	1	5

The Administration Report for the year 1879-80, and the Chairman's Budget estimate of expenditure and income on Revenue Account to 31st March, 1881, will be found in the Appendix.—(*Appendix* I.)

APPOINTMENT OF COLONEL PONSONBY COX, R.E., AS CHAIRMAN OF THE PORT TRUST.

Your Committee learned with regret that, on Colonel Baker's resignation, Government had appointed Colonel Ponsonby Cox to be Chairman of the Port Trust on a salary of Rs. 1,800 per month. The selection had, no doubt, been made on account of the high character and abilities of Colonel Cox, but the Committee respectfully submitted that when Government were laying such a heavy additional expense on the trade of the Port, the trading community were entitled to expect that the appointment would have been given to an officer whose past experience had been such as would have specially qualified him to deal with the many important questions which were constantly arising in the conduct of the affairs of the Port. Government

replied that, on Colonel Baker's departure to England, they could not again lend an officer to the Port Trust on the same terms as they lent Colonel Baker, and, as they deemed it expedient, in the public interests, to secure the full services of an officer belonging to the scientific branch of the service for a post, the duties of which had lately been largely increased, and for which an Engineer officer was particularly needed, they had selected Colonel Ponsonby Cox. Government added that they were sure that the Chamber of Commerce would shortly recognize the wisdom of the selection they had made.

Your Committee avail themselves of this opportunity of bearing their testimony to the justness of the estimate formed by Government of Colonel Ponsonby Cox's fitness for the post, for it was soon apparent that the mercantile community were to be congratulated on having such an important office so ably filled as it was by that lamented officer.—(*Appendix* J.)

SAW-GINNED DHARWAR AND SAW-GINNED COMPTA COTTON.

By the courtesy of Mr. Pratt, the Commissioner of Customs, a report made by the Cotton Inspector of the Southern Mahratta Country to the Collector of Dharwar was forwarded to the Chamber bringing to notice that in April last, under the combined influence of a large crop and increased prices, the ryots and cotton dealers in the Dharwar districts were ginning pure indigenous (Compta) cotton in their sawgins. They were endeavouring to pass off that cotton as "Dharwar Saw-ginned," and not as "Saw-ginned Compta," which it really was, the motive being, of course, to realize the higher price ruling for the former article which should be pure acclimatized American Cotton. The report was circulated to the members of the Cotton Trade Association.

TRANSPORT BY RAIL OF KHANDEISH COTTON TO BROACH AND SURAT, ALSO OF COTTON FROM THE CENTRAL PROVINCES TO JULGAUM AND KUTCHGAUM.

In February last, the Commissioner of Customs also forwarded to the Chamber extracts from a letter addressed to him on this subject by the Khandeish Cotton Inspector. From these extracts, it appeared that large quantities of Khandeish cotton were forwarded by rail to Broach and Surat, but the Cotton Inspector of Guzerat had been apprised of the movement. Large quantities of cotton were also being brought to Jalgaum from Ranega, Indore, Rutlam, and other places. Cotton was ginned at Mulkapore and pressed at Khamgaon. Besides this, clean cotton was also taken from Bodwad by road in carts, and pressed at Khamgaon and other Berar Presses. The names of the chief native dealers forwarding and receiving the cotton were also given by the Khandeish Cotton Inspector. These movements had doubtless taken place with the object of mixing inferior with better sorts of cotton, and of selling the cotton as of the finer description. These papers were circulated among firms in the export trade, and forwarded to the Cotton Trade Association.

ADDRESS TO SIR RICHARD TEMPLE, BART.

On the 13th of March, 1880, His Excellency Sir Richard Temple retired from the office of Governor of Bombay, and it was decided to present an Address to him expressing the sense which the Chamber entertained of the services he had rendered to commercial interests during his administration. A copy of the Address, and of His Excellency's reply, will be found in the Appendix.—(*Appendix* K.)

ELECTION OF A CHAIRMAN IN PLACE OF MR. CHARLES MACDONALD, RESIGNED.

Mr. Macdonald, on his departure for England, resigned the office of Chairman of the Chamber. The election of a Chairman in his place took place on the 26th and 27th April, when Mr. James N. Graham, of the firm of Messrs. W. and A. Graham and Co., the Deputy Chairman of the Chamber, was elected Chairman.

ELECTION OF A DEPUTY CHAIRMAN IN PLACE OF MR. GRAHAM.

On Mr. Graham being elected Chairman, some little difficulty arose as to the mode in which the Deputy Chairman's place should be filled. The Committee interpreted the rules laid down last year to mean, that, should the office become vacant, the Committee, having added to themselves a new member, should make a selection from among themselves. This procedure was adopted after Mr. Graham had been elected Chairman, and Mr. Thorburn having accepted the invitation to join the Committee, Mr. G. A. Barnett, Agent of the G. I. P. Railway Company, was elected, by ballot, Deputy Chairman.

WUDHWAN STATION COTTON MARKET.

On the 16th March last, the President of the General Committee of this market addressed a letter to the Chamber, stating that the market had been in existence since November 1873, since which time a considerable quantity of cotton had passed through it, and requesting that he might be favoured with the opinion of the Chamber on the subject of its usefulness and general adaptability to the requirements of the day. Your Committee, after consulting with members largely interested in the cotton trade, replied that

they understood that the market had been a failure in so far that it had not been successful in developing improvements originally expected. It was hoped that the establishment of the market would be the means of attracting the ryots to it and of bringing them into direct daily communication with buyers for export, while it would enable Government to use its influence to get the transit duties (if not abolished) reduced to the lowest rate possible. It appeared, however, that the market was not used as a place of buying and selling, because the bulk of the cotton was contracted for in advance, and scarcely any business was done in ready cotton, that the market was, therefore, useless to the trade, and that it resulted in a heavy transit fee being levied on all cotton passing through.

Your Committee at the same time asked for information as to what would be the consequence of doing away with the market, and if, after its abolition, cotton passing through Wudhwan would still be subject to the transit duties now levied; but to this enquiry, they have not been favoured with any reply.—(*Appendix* L.)

CLOSING OF THE CHINA MAILS.

Complaints were made to the Chamber of the great inconvenience caused by the China Mails closing at 3-30 p.m.: the steamers usually left about 7 p.m., and occasionally not till the Saturday morning, and there appeared to be no reason whatever for closing the mails before 5 or 5-30 p.m.: Your Committee addressed the Superintendent of the P. and O. Company on the subject, who, however, observed that they sent to the Post Office for the mails at 5 p.m.: and that the steamer was despatched as a rule before 6 p.m.: he presumed that the Post Office would have no difficulty in closing an hour later, say at 4-30 p.m.; but he regretted that he could not undertake to delay the departure of the

steamers. The P. and O. vessels only came under the Mail Contract from Galle, as no provision had been made for the conveyance of Mails by their steamers between Bombay and Ceylon. Your Committee next addressed the Post Office on the subject, but they were informed that some difficulty was experienced as it was in closing the bags in time for despatch, and that if letters were received later, it would be quite impossible to send the mail off at the appointed hour.

CULTIVATION OF COTTON FROM AMERICAN SEED.

In April last, Government informed the Chamber that they had recently received from England a supply of about ¾ of a ton of American cotton seed, and that a supply of 10 cwts. had been ordered and would shortly arrive, and they requested the opinion of the Chamber on the following points :—

1. Whether, having regard to the present condition of the Dharwar cotton hand-gins, and the intended abolition of the Cotton Frauds Department, it was desirable to encourage the cultivation of American cotton in the S. M. Country by the distribution of new seed.
2. Whether, if the cultivation of American cotton was to be continued in the S. M. Country, the repairing of the gins should continue to be effected at Government Factories or should be left to private enterprise.
3. Whether, if Government withdrew from all interference in support of the cotton trade, private enterprise would provide the necessary machinery for ginning the American crop, or whether American cotton would cease to be cultivated in this Presidency.

4. If it should be decided to abandon the cultivation of American cotton in Dharwar, in what district should the supply of seed now received be distributed.

Your Committee, after receiving opinions on the points raised from the Committee of the Cotton Trade Association, and from merchants in the cotton trade, and from others who had great experience in the districts of the Southern Mahratta Country, did not think, that because the Cotton Frauds Act might be abolished, the cultivation of American cotton in the S. M. Country should be discouraged; on the contrary, they considered that it would be wise and desirable for Government to encourage its cultivation by the distribution of new seed. Nothing, however, would conduce more to encourage the production of an improved quality of cotton in that country than the opening up of the cotton districts by railways, which would enable the European merchant to establish direct business relations with the native producer in the interior of the country. But until railways were made, the importation and distribution by Government of new seed was the best means of restoring and improving the quality of the cotton. With regard to the saw-gins, and whether they should be repaired by Government or left to private enterprise, there was some difference of opinion in the trade, but your Committee thought that if the cotton were improved, private enterprise would provide the gins, and they recommended that the Government Factories should be abolished. As to the 3rd enquiry, your Committee apprehended that if new seed were not imported and distributed, the American seed variety in the S. M. Country would rapidly die out; and, with regard to the 4th, from what they had seen of the results of cultivating cotton from American seed in India, they were inclined to think that the Southern Mahratta Country was the district in which that cotton could be cultivated with most advantage.

American seed had been planted largely in Khandeish, but the cotton grown from it was not by any means equal to the cotton formerly grown in that district from Hingunghat seed.—(*Appendix* M.)

THE BOMBAY COTTON FRAUDS ACT.

The Memorial addressed by the Chamber, on the 15th of April, 1879, to the Viceroy and Governor-General, praying that Bombay Act No. VII. of 1878 be repealed, was, your Committee are glad to say, successful. His Excellency the Viceroy in a despatch to the Secretary of State strongly urged the repeal of that Act, and on the 8th April last a despatch from the Secretary of State for India was received sanctioning its abolition. The Secretary of State, however, at the same time observed that he could not but fear that the entire abandonment of all special legislation against frauds in the Bombay cotton trade might be understood as an intimation that fraudulent practices might in future be carried on with impunity and might have unfortunate results. It must also be remembered that an essential portion of the present law, as well as of the Act of 1863, embraced the provisions regarding licensing presses and press marks, which did not appear to be anywhere objected to, and were believed to work beneficially. What, therefore, should now be done was to revert to the system in force before the passing of the Act of 1863, that is, whilst dispensing with any special establishment, and with the tax on cotton required to pay it, to retain special penal provisions against fraud and adulteration, which might be set in motion either by the party injured or by the magisterial authorities, who would practically put the law in force only when fraudulent practices might become flagrant and notorious. He had, therefore, directed the Bombay Government to introduce a Bill to repeal Bombay Act VII. of 1878, and at their discretion either again to bring into operation

Act IX. of 1863, in which case the provisions of that law regarding the export fee and the establishment would be kept in abeyance, or to re-enact the substance of that law with the omission of those provisions.

Accordingly, a Bill has been introduced into the Legislative Council of His Excellency the Governor, and will shortly come on for discussion.—(*Appendix* **N**.)

SCHEME FOR ARBITRATIONS BY THE CHAMBER.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at might be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by your Committee to try and institute such a system as it might be hoped would attain this object. References to the Chamber should be open to all persons; and if any question affecting, or subject to, the custom of the trade of Bombay be submitted, with the mutual consent of those interested to the Committee of the Chamber, the latter would be willing to take it into consideration, and, if they considered it desirable, would appoint a special Sub-Committee of arbitration for its settlement under certain regulation.

The scheme, and the regulations above referred to were adopted at a Special General Meeting of the Chamber held on the 3rd of August last.—(*Appendix* **O**.)

PRINCIPLES ON WHICH THE AWARDS WERE BASED IN CERTAIN CASES SUBMITTED TO THE CHAMBER FOR ARBITRATION UNDER THE RULES PASSED ON 3RD AUGUST, 1880.

Dispute in regard to patterns on printed goods:—

(1.) To establish a charge of imitation, it must be shown that the pattern complained of resembles

the original in such a way as to be calculated to deceive a purchaser.

(2.) No individual or firm can appropriate any universally common object in all possible combinations.

Dispute in regard to the custom of stowing cargoes of rice at the Port of Rangoon :—

(1.) It is not the custom in stowing cargoes of rice at the Port of Rangoon to put mats over the entire top tier of the cargo.

(2.) In connection with this particular case the arbitrators held that the undertaking in Bills of Lading to deliver the cargo in the like good order and condition means that the Captain is to take all possible good care of them.

The statements of these cases, and the decisions of the Sub-Committees of arbitration, are in the record book which is open to all Members of the Chamber.

COMPULSORY REGISTRATION OF PARTNERSHIPS.

The result of the application made last year to Government for a legislative enactment for the compulsory registration of partnerships was that Government invited the Chamber to submit a draft Bill embodying, within certain limits, the provisions which the Chamber would wish to see enacted on the subject. A draft Bill accordingly was prepared by Messrs. Craigie, Lynch, and Owen, the Chamber's Solicitors, and forwarded by them to the Chamber, along with their letter, dated the 10th February last. The draft Bill was considered by your Committee, aided by Messrs. Sorabjee Shapoorjee Bengalee and S. Solomon, and, as amended by that Committee, is appended to this report.

Messrs. Craigie, Lynch, and Owen in their letter of the 10th February pointed out some of the practical working difficulties in the way of the proposed legislation. "One "effect of the Bill," they observed, "will be to require "the registration of every trading partnership in Bombay, "from the partnership of the most eminent firms down to "that of the humblest native dealers. We believe that the "mass of petty native dealers in the bazaar either carry on "business in partnership, or in names other than their own, "and that the case of a dealer carrying on business in his "own name is more or less exceptional. To the class of "dealer referred to, it will be startling in a high degree, if "not a positive hardship, to find that unless his partnership, "and every change from time to time therein be registered, "he is to labour under the grave legal disability of being "unable to sue his debtors in the High Court or the Court "of Small Causes," &c.

The incidence of the proposed Act would, then, have fallen upon classes whom it was never contemplated to bring within its operation, and your Committee were inclined to think that, on this ground alone, Government would simply inform the Chamber that such an Act is impracticable.

While, however, your Committee could not accept the principles on which the Bill prepared by the Chamber's Solicitors was based, it occurred to them that possibly a simpler and equally efficacious mode of dealing with the question would be to make a man responsible under heavy penalties for the *bona fides* of his signature when it indicated that others besides himself were included. They thought it would not be unfair that a man who signed a firm might be called on to give the names of all those who were represented by the signature, and in case he refused or failed to do so, or gave untrue information, that he should be liable to punishment more or less heavy. This

would leave the matter entirely in the hands of the merchants themselves, and it would only be in case of a man refusing to give a reply, or doing so improperly, that he would be liable to penalties—in the first case possibly by fine, in the second place by a punishment as severe as is inflicted on forgers. They therefore submitted this proposal to the Solicitors of the Chamber, and desired their opinion on the points whether there already existed any Act to which clauses to meet the case could be added, and whether the suggested plan would be calculated to meet the difficulties which must be tackled.

From the opinion of the Chamber's Solicitors on these points, dated 22nd May, 1880, it was evident that the plan suggested could not be put into workable shape.

Your Committee gave long and careful consideration to the subject, but they regret that they were unable to bring forward a scheme which they could recommend the Chamber to adopt. It seemed to your Committee that the present Bill might reasonably be objected to on the following grounds, *viz.*, (1) the machinery required to work it, (2) its local character, and (3) its incidence on classes which it is quite unnecessary to meddle with; and that Government would in all probability reject the Bill as unworkable.

A memorandum to the above effect, and all the papers on the subject were circulated to the members of the Chamber, and the question, of which due notice had been given, was considered at a Special General Meeting of the Chamber held on the 3rd August last. At this Meeting, the following resolution was carried :—"That the Committee "be instructed to inform Government that the practical "working difficulties which have appeared in drawing up "the Bill for the registration of partnerships have been so "many and so great that they must for the present "withdraw their request for an Act for the purpose."—(*Appendix* P.)

THE PETROLEUM BILL.

A Bill was recently introduced into the Legislative Council of the Governor-General, called the Petroleum Bill, for the purpose of imposing restrictions on the trade in kerosine oil. The growth of the trade in this article during the past few years had been large. In 1874, there were imported into Bombay 260,000 gallons; in the seven months only of this year the imports had amounted to 4,570,000 gallons. Taking the whole of India, the imports in the year 1875-76 were about 750,000 gallons; in 1879-80, they were 6,517,552 gallons; while in April and May of this year, there were received no less than 2,212,800 gallons. At a Special General Meeting of the Chamber, held on 3rd August last, the Bill was discussed, and the following resolutions passed unanimously:—

"That hitherto Municipal rules have proved sufficient to guard against any dangers, real or supposed, in the case of Kerosine Oil.

"That in the opinion of this Chamber nothing has been brought forward to call into operation even the provisions of Section 37 of Act XII. of 1875, and that, until that provision has been proved to be ineffectual, no further legislation is needed.

"That the Bill introduced into the Legislative Council of India, called the Petroleum Bill, must, if made law, seriously restrict, if it does not entirely check this important and rapidly growing trade.

"That the Government of India be respectfully requested to postpone further consideration of the proposed Bill until good cause be shown for the necessity of restrictive measures.

"That the Committee of the Chamber be requested to represent these views to His Lordship the Governor-General in Council."

In forwarding, on the 14th August, these resolutions, and the proceedings of the Meeting to the Government of India, your Committee, as suggested at the Meeting, urged that if Government were unwilling to withdraw the Bill, the further consideration of it might at least be postponed until the Legislative Council returned to Calcutta, when it might be possible to send a deputation from Bombay to confer with the Select Committee on the subject.

Subsequently, a letter dated 17th August was received from Government forwarding a copy of the Bill and requesting that Government might be favoured with any remarks which the Chamber might desire to offer on the subject of the proposed measure, before the 15th September at the latest. To this communication your Committee replied that as they had addressed the Government of India on the subject of this Bill on the 14th August, they proposed deferring the further consideration of the measure until a reply was received, which they hoped would meet with the approval of His Excellency. In the meantime a Special Committee—consisting of the Chairman and Deputy Chairman, and Messrs. Kittredge, C. Douglas, Richardson, Dr. T. S. Weir, Baird, Heyer, and Sorabjee Dunjeebhoy Wadia—has been appointed to consider the provisions of the Bill, which they will do if Government resolve to proceed with it in the present or any other form.

Your Committee have been favoured with a copy of the opinion on this Bill which the Bengal Chamber of Commerce have submitted to the Government of Bengal. Their opinion is that the present law (Act III. of 1865) is sufficiently stringent for all practical purposes, excepting perhaps those portions which relate to the limits of quality

or test, and in these respects it might be amended. They deprecate legislation on the lines laid down in the proposed Bill, the provisions of which are felt to be too severe, and many of them to be so impracticable as to probably necessitate their modification at no distan period.—(*Appendix* Q.)

THE INDIAN TRADE MARKS ACT, 1880.

The Select Committee of the Council of the Governor-General, to whom the proposed Bill of 1879 was referred, recommended that that Bill should be withdrawn, and the Bill No. II. of 1880 substituted. The Bill, in its new form, was forwarded to the Chamber with a request that Government might be favoured with the opinion of the Chamber on its provisions. A Special Committee—consisting of Messrs. J. N. Graham, J. Littleton Symons, L. R. W. Forrest, and A. Pallis—was thereupon appointed to consider the Bill. The report of the Special Committee, which was circulated among members, was considered at a Special General Meeting of the Chamber held on 3rd August last, and unanimously adopted.—(*Appendix* R.)

INCREASING NUMBER OF DESTITUTE ASIATIC SEAMEN IN THE UNITED KINGDOM.

A despatch from the Secretary of State for India, No. 7, dated 4th March, 1880, with other papers addressed to the Government of Bombay, regarding the increasing number of destitute Asiatic seamen in the United Kingdom, was forwarded to the Chamber with a request that Government might be favoured with any remarks and suggestions which the Chamber might desire to offer with a view to the mitigation or removal of the evil complained of, the attention of the Chamber being at the same time invited to

the correspondence ending with the Chamber's letter of 23rd September, 1875. Further communications on the same subject were received from Government on 14th June last. After references to the Superintendent of the P. and O. Company, and to the Agents of the British India Steam Navigation Company, it appeared to your Committee that the present law afforded sufficient protection to native seamen shipped on board of vessels sailing under British colours, inasmuch as such vessels came under the cognisance of the British Consul at the port of destination, the ship being bound to lodge her articles with the Consul on arrival. They approved, however, of the suggestion of the shipping-master of Bombay, that in order to insure the Consul's attention being drawn to the fact, the European articles should be endorsed to the effect that the vessel carried Native articles also.

The intention of the legislature might, however, have been evaded through the ignorance of Indian shipping-master, or the lax performance of their duties, and your Committee also supported the suggestion of the shipping-master of Bombay that copies of the sections of Act I. of 1859—particluarly sections 21, 30, 115, and 117,—and of Act XIII. of 1876, of the Legislative Council of India, should be sent to all shipping offices in India, with instructions that the law relating to Native seamen be enforced.

To meet the case of Native seamen applying to be sent back to India after their vessel had left the Port where they were landed, your Committee suggested that every lascar should be supplied by the shipping office, when he signed the Articles, with a small printed certificate, stating his name and rating, and the name of the ship and master, with a copy of clause 7, of section 21 of Act I. of 1859.

Your Committee understood that a rule existed by which all desertions were reported to the Consul at a

Foreign Port, and they suggested that the rule, if it existed, should be strictly enforced. If there were no such regulation, they thought that it would be advisable to introduce one.

With regard, however, to Native seamen shipped by foreign vessels for foreign ports, the bond which was entered into, under section 115 of Act I. of 1859, by the master, for the return of such Native seamen to India appeared to serve no purpose, because the vessel did not come under the cognizance of the British Consul at the port of destination, and there were no means of ensuring that the terms of the bond would be carried out, nor was there anything to prevent him from discharging the men on arrival in Europe. In its communication to Government, dated 23rd September, 1875, the Chamber recommended that Native seamen should not be allowed to ship in vessels sailing under foreign colours, and your Committee again desired strongly to urge upon Government the adoption of that recommendation.—(*Appendix* S.)

REDISTRIBUTION OF TRADE AT THE VARIOUS BUNDERS.

In connection with the question of the dispersion of trade over the numerous landing places along the foreshore, and the consequent necessity for maintaining a larger Customs establishment than would otherwise be required, the Government of India, in October 1879, suggested that a selection should be made of the places most suitable for the landing and shipment of various descriptions of goods, that these places should be sufficient in number fully to meet the requirements of all the different branches of trade, and that the establishments required for them should be paid by the State, and those at all other places by the parties requiring them. The opinion of the Chamber having been

asked on this suggestion, our predecessors in office replied that it would be desirable to postpone any change until the opening of the Prince's Dock. The Collector of Customs having again, in April last and subsequently, pressed for the Chamber's opinion, your Committee considered that, until the Prince's Dock was more developed, there should be 4 bunders at which dutiable goods should be landed or exported, namely, the Sassoon Dock, the Town Bunder, the Carnac Bunder, and the Prince's Dock. Should the Sassoon Dock be taken over by Government, then, another Bunder—the Arthur Bunder—should be substituted for the Sassoon Dock. They recommended that the Arthur Bunder should (subject to the foregoing contingency) be kept open for all free goods; that the Apollo Reclamation should be kept open for cotton, wool, and coal; that the Mody Bunder should be kept open for coal and for free goods by native craft; that the Clerk Basin should be closed, with the exception that it be used for coal in transit to up-country stations; that the Powder Works Bunder should be open for all free goods, and that dutiable goods should be excluded; and that all other Bunders and landing places should remain as at present.

COMPLAINTS OF THE ARBITRARY MANNER IN WHICH THE GOVERNMENT NOTIFICATION WITH REFERENCE TO DEFACED COIN WAS BEING CARRIED OUT.

Representations were made to the Chamber of the great hardship and inconvenience caused by the arbitrary manner in which the Notification, of the 26th February last, with reference to defaced coin was being carried out. From these complaints, the public evidently had not realised what was meant by notched or marked coin until the Notification was put in force, for the marks on many of the rupees which

had been cut or broken and returned were so slight as to be hardly discernible. If the rules laid down by the Government of India, in their resolution dated 6th September, 1878, had been strictly enforced, there would now perhaps have been much less ground for complaint; but it was represented to the Chamber that up till the end of 1879 large amounts of defaced coin were paid into the Government Treasury, when they were still legal tender, but that, instead of being transmitted to the Mint to be exchanged for legal coin, they were actually re-issued by the Currency Office. It was evidently the intention of Government only to enforce the provisions of the law when that could be done without causing undue pressure on the community, and your Committee, therefore, ventured respectfully to express their hope that the Notification of the 24th February last might be rescinded, and that new rules which might deal separately with the different questions of old and new coin, whether of light weight or defaced, be published instead.

On the 9th November, a letter was received from Government containing the modified orders issued in respect to the withdrawal from circulation of defaced coins, and stating that Government believed that, since the passing of these orders, complaints had ceased.—(*Appendix* T.)

UNIFORM TONNAGE SCALE FOR ALL INDIA.

It will be remembered that in February, 1879, the Committee then in office wrote to the Bengal Chamber asking them if they would be willing to co-operate in a movement for the introduction of a uniform tonnage scale for all India, and that, though agreeing with this Chamber in considering a uniform tonnage scale for all India desirable, they were not at that time prepared to re-open the question of their scale which had only recently been settled there. The great importance, however, of a uniform scale

for India induced your Committee to again address that Chamber, on the 27th August last, enquiring if they were now prepared to join in the proposed movement, but without success. They replied that they did not feel themselves in a position to respond, as your Committee would desire, to the invitation we had been good enough to offer.—(*Appendix* U.)

ADMINISTRATOR-GENERAL'S ACT No. II. OF 1874, SECTION 56.

This provision, which prohibits private or non-official administrators or executors from charging commission for their services, was the subject of a Memorial addressed, in July 1879, to the Viceroy and Governor-General by some agency houses and others interested in the question, but His Excellency was unable to comply with the application to amend the law in that respect. Thereupon, the Madras Chamber wrote to the Bengal Chamber enquiring if it was their intention to take any action consequent on the refusal of the Viceroy and Governor-General to comply with the prayer of the Memorial. To this communication, the Bengal Chamber replied that they were of opinion that the co-operation of the Chambers at Madras and Bombay was essential; and they requested to be favoured with the views of this Chamber on the subject. Your Committee informed them that the question had already been brought before this Chamber, and that we decided not to move in it, as the matter did not seem to us to be one in which mercantile interests were involved.

REPORTS ON THE NATIVE OPIUM CROPS AND ON THE IMPORT CONSUMPTION AND PRICES OF OPIUM IN CONSULAR DISTRICTS IN CHINA.

These reports, which were forwarded to the Chamber by the Government of India, will be published in the Appendix for the information of members.—(*Appendix* V.)

INLAND TELEGRAPH TARIFF.

As the present charge of one rupee for six words for inland telegraph messages seemed to your Committee to be exorbitant, they addressed a Memorial to the Director-General of Telegraphs, submitting the expediency of a reduction, and suggesting that the minimum charge should be 8 annas for 4 words, with 1 anna more for every additional word, and that as at present no charge should be made for the transmission of the address. They sincerely trusted that His Excellency the Governor-General in Council would cordially sanction this measure which would not only be a boon to the country, but which was urgently demanded by the great and rapid extension of communication of the times. In reply to this Memorial His Excellency the Governor-General in Council forwarded to the Chamber a resolution, dated 5th October last, detailing the objections entertained by the Government to any reduction being made in the tariff, adding at the same time that if any facts could be adduced in contravention of those on which the conclusions arrived at by the Government of India in this matter had been based, His Excellency would be glad to afford them careful consideration.

It appeared from this resolution that His Excellency the Governor of Bombay in Council had also pointed out to the Government of India that the telegraph charges were extremely high in India; that the charge for twenty words, exclusive of addresses, was only one shilling in Australia, where the cheapness of the rate caused the telegraph to be used to an extent almost unknown in India, or even in the United Kingdom, in proportion to the population, the saving of time in so large a country being considerable; and His Excellency added that if the Government of India would allow the Government of Bombay to try the experiment of charging half a rupee for 12 or 20 words for *local* messages,

guaranteeing the present amount derived therefrom, he believed the results would be remarkable.

Your Committee have again addressed the Government of India on the subject. They say that the question of lowering the rates in India must stand, as the Government of India contend, on its own merits, and in arguing that the rates were excessive that they did so on the assumption that, if lowered, the convenience of the public would be consulted, the development of trade would be assisted, and the revenue would not permanently suffer. Comparisons with the rates adopted in other countries were only useful to show that low rates were found to pay elsewhere. The benefits of the telegraph system for commercial purposes were now beginning to be appreciated by the natives, and it might be confidently predicted that a little incentive, such as lowered rates granted at the present time would lead to a great increase in telegraphing. Your Committee endeavoured to answer specifically such other arguments as were adduced by the Government of India, and they concluded by expressing their hope that at least the experiment suggested by His Excellency the Governor of Bombay that the Government of India should allow the Government of Bombay to reduce the charge to half a rupee for 12 or 20 words for local messages on their guaranteeing the present amount derived therefrom would be favourably reconsidered by the Government of India. If it were adopted, the revenue of the Telegraph Department would not suffer, and an opportunity would be given of testing the question of the effect of lowering the rates without risk of loss to the department.—(*Appendix* W.)

PROPOSED SYSTEM OF RAILWAYS FOR THE SOUTHERN MAHRATTA COUNTRY.

A letter, dated 12th October, enclosing Government resolutions No. 2188, and accompaniments, and No. 2336,

of 1880, treating on this subject, was received from Government, with a request that Government might be favoured with the views of the Chamber as to the lines most likely to prove convenient for commercial purposes. Your Committee replied that, of the lines referred to in these papers, the one which in their opinion would open up the country, the development of which was most needed, and would at the same time prove most valuable for commercial purposes, was a line which would connect Dhond with Dharwar, and give railway communication to Satara, Belgaum, and Kolapur. Moreover, as the Consulting Engineer for Railways remarked, the traffic would, it was believed, be sufficient to give a fair return on the capital expended, and such a line would make the Dhond and Manmad State Railway more profitable than it is at present. With regard to the expenditure of Rs. 3,26,000 incurred on the survey and earthwork on the line from Hutgi to Gadag, your Committee hoped that, as the earthwork was nearly completed between Hutgi and Bijapur, and, as, in order to preserve and utilize this work the only things needed were the bridges and culverts, Government would, if not very expensive, order the work to be completed as a road, which might, should the necessity afterwards arise, be easily converted into a railway.—(*Appendix* X.)

INTRODUCTION OF THE TELEPHONE INTO INDIA.

A letter, dated 13th November, 1880, was received from the Government of India, stating that they had under consideration the question of introducing the Telephone into India, as part of the machinery of the Telegraph Department, and of establishing Telephonic communication wherever there was a reasonable promise of its being advantageously worked, and requesting an expression of the opinion of the Chamber on the subject generally, and

also as to how far a Telephonic Exchange, if introduced, was likely to be availed of in Bombay. Your Committee were of opinion that there could be no question that the introduction of Telephonic communication would be a boon to the mercantile and general public, but as it was a new and experimental scheme, with regard to the success of which the Chamber could offer no opinion, they thought that its introduction should be left to private enterprise, especially as the persons who wished to undertake it had the requisite appliances and technical knowledge, which the Government did not possess.

PARTIAL SURVEY OF THE BOMBAY HARBOUR.

Your Committee having learned that a partial survey of the harbour was in contemplation applied to Government for copies of any papers relating thereto which might be in the possession of Government. From these papers, it appeared that a survey of the foreshore between Mazagon and Colaba was about to be undertaken on a scale of 3 inches to 1 nautic mile, but with reference to this area the Port Trustees pointed out that whilst it was highly desirable that that part of the harbour be annexed, its extent was by no means so great as that which urgently required re-surveying, and they strongly recommended the following being also undertaken, viz. :—

All the ground westward from the Sunken Rock to the north end of Caranjah Shoal, thence westward of Butchers Island to Trombay Bunder north-east of Elephanta, and north-west of Hog Island. The Caranjah Flat and the locality westward of Oorun Patch where the mud dredgings were deposited round the reef south westward of Butchers Island and the southern part of Caranjah Shoal to Nocar Point. The ground requiring special attention lay west-

ward of a line drawn from the outer fishing stakes of Colaba to Tuckers Patch.

As regards the proposed scale of 3 inches to 1 nautic mile, the Trustees observed that it would make the survey of much greater value for general use as a chart of reference in special cases, and to record thereon changes which might be made from time to time in buoying or otherwise marking the dangers, channels, and anchoring space in the harbour, if the scale on which it was carried out were somewhat larger; and the Trustees strongly urged that every possible endeavour should be made to obtain its execution on a scale of at least 5 inches to the nautic mile. From the large scale original, a chart for navigating purposes could be reduced on a scale of 1½ inches to the nautic mile.

Your Committee had intended to address Government in support of these recommendations, which are of great importance to commercial interests, but they were glad to find that these representations had already been forwarded by the Government of Bombay to the Government of India with a recommendation that the suggestions of the Port Trust might receive favourable consideration.—(*Appendix* Y.)

SAMPLES OF CLOTH, YARN, AND NOILS, MADE FROM DAMAGED AND BURST TASAR COCOONS COLLECTED FROM THE JUNGLES NEAR BOMBAY.

These samples of silk were placed for 7 days, for inspection, in the New Secretariat, Government intimating, that they would be glad to have the samples examined by all members of the Chamber taking an interest in the subject and to receive any observations they might have to make on it.

Major Coussmaker's report on these samples, also his report, dated 21st February, 1880, on the experiments which he had made during the past year in Tasar sericulture, and the conclusions which he drew therefrom, will be found in the Appendix.—(*Appendix* Z.)

SAMPLES OF FLOUR OF MAHABLESHWUR ARROWROOT.

In last year's Report, it was mentioned that part of these samples had been submitted to local experts and to the Chemical Analyser to Government, and that the remainder had been submitted to Messrs. Finlay, Campbell and Co., London, for examination, with a view to a thoroughly satisfactory test of the quality of the flour being obtained. Messrs. Finlay, Campbell and Co. submitted the samples to all the chief members of the spice trade, and the universal valuation was 2¾d. to 3d. per lb. They had also placed the samples in the hands of very experienced Brokers, in Mincing Lane, from whom they had received a long and exhaustive letter on the subject, which, with an analytical report on the samples obtained by them from the Manager of the Manbré Saccharine Company, will be found in the Appendix.—(*Appendix* **AA.**)

SAMPLES OF WILD GALLS.

The District Forrest Officer of Khandeish forwarded to the Chamber, for report, a quantity of the fruit of the Beheda tree (terminalia belerica) which he described as one of the myrabollams of commerce, as growing in great profusion in the Khandeish forests, and as rotting away in the jungles, there being hardly any market available for it. Your Committee handed samples of the first to several of the local firms for their opinion; and they also for-

warded samples to London and Liverpool, through Messrs. Benn, Ashley and Co., and Messrs. Owen and Okell, for the purpose of ascertaining the commercial value of the article in England. From the reports received, it appeared that the samples forwarded were not the myrabollams of commerce but wild galls. Their value, however, varied proportionately with that of myrabollams. They were worth in Bombay from Rs. 6 to Rs. 6-4-0 per candy, and they sold indifferently in England at from 4s. to 6s. per cwt. They had been sold in England as low as 2s. per cwt., and as high as 8s. per cwt.: they were at the time of the reference, in August last, quoted by the Brokers in Liverpool at 4s. to 5s. per cwt.—(*Appendix* **BB.**)

SAMPLES OF BOMBAY JUTE FIBRE.

A sample of about 3½ maunds of the fibre extracted from the Malachra Capitata was received from Government for the purpose of obtaining the opinion of experts as to its commercial value. Part of the sample has been forwarded to London through Messrs. W. and A. Graham and Co., and the remainder to Calcutta through Messrs. Owen and Okell.

SAMPLES OF GOLD AND SILVER LACE-WORK CARRIED ON IN BARODA.

In August 1879, a letter was received from Raja Sir T. Madava Row, K.C.S.I., Prime Minister of Baroda, stating that gold and silver lace work was carried on in Baroda, and very successfully from a native point of view, but the work turned out had no demand in Europe, because the patterns unfortunately did not suit European taste, though admired by a few who had made aesthetics their study. He wished to ascertain if there were any sorts of lace work which a section of his people might devote them-

selves to with the prospect of being able to sell *in Europe* with advantage. Labour was comparatively very cheap in India, and this ought to enable the Indian manufacture to compete successfully in hand-made (as distinguished from machine-made) articles. Raja Sir T. Madava Row was informed that, if he would be so good as to transmit to the Chamber samples of the various kinds of lace work carried on in Baroda, the Committee would be happy to make enquiries as to which were suitable for the markets in Europe, and to forward to him their views respecting them. The samples have been received and forwarded through Messrs. Sir Charles Forbes and Co., to London, with a request that they will kindly ascertain if any, and which, are suitable for the markets in Europe, and what price each of the sorts sent will fetch.

ADDRESS TO THE MARQUIS OF RIPON.

Your Committee considered it desirable to present an Address to the Marquis of Ripon, Viceroy and Governor-General of India, on the occasion of his first State visit to Bombay, in November last. The Address was presented to his Lordship at the New Secretariat by a deputation of the Chamber, composed of the members of the Committee, several members of the Chamber, and the Secretary, and will, with his Lordship's reply, be found in the Appendix.—(*Appendix* CC.)

RETURNS OF RAINFALL.

These very valuable returns showing the weekly rainfall at the stations on the lines have been regularly supplied to the Chamber, by the G. I. P. and the B. B. and C. I. Railway Companies, during the past season. The thanks of the

Chamber are due to the Agents of the Railway Companies for so courteously complying with the wishes of the Chamber in this respect.

PROGRESS OF THE CONSTRUCTION OF THE PRINCE'S DOCK SINCE THE CHAMBER'S LAST ANNUAL REPORT.

The following outline of the progress which has been made in this important work has been courteously supplied to the Chamber by Mr. George Ormiston, the Resident Engineer of the Bombay Port Trust :—

The principal work was the construction of the channel. By the end of December it was sufficiently completed to enable the Dock to be used, and on the 1st January the Dock was formally opened by Sir R. Temple, and vessels were admitted for the first time. Owing to the presence of a quantity of rock and boulders close to the entrances, the full depth of channel had not been attained: the highest point being three feet above the level of the sill. Since the opening, the deepening of the channel has been carried on without intermission, and it is expected in the course of a few months that the channel will be worked to the full intended depth. This will give on the sill at—

H. W. Ordinary Neap Tides	25′	5″
Mean H. W.	26′	6″
H. W. Ordinary Spring Tides	28′	3″
H. W. Extreme	30′	6″

The subsidiary lift on the 100-ton crane has been altered from 7 to 14 tons. Fifteen cargo cranes have been ordered out, and they will probably be ready by the beginning of 1881. The Dock will then have thirty-five 30 cwt. portable hydraulic cargo cranes. Quarters for the Dock Superintendent, Assistant Dock-master, and Constable, also six Warehouses, each 180 feet by 100 feet and 20 feet high, have been completed, and a Bonded Warehouse two stories

high is in progress. Fire-engines and hose are placed at convenient spots round the Dock, and a supply of buckets and a corridor engine ready for use in each shed.

The greatest number of ships in the Dock at one time was 17.

REMISSIONS AND REDUCTIONS OF CUSTOMS DUTIES

A summary of all the changes which have been made by the Government of India, from the 1st of October 1879 to the 30th November 1880 in the Indian Tariff, will be found in the Appendix, the same being a continuation of the list which appeared in last year's Report.—(*Appendix* DD.)

QUOTATIONS OF EXCHANGE, DISCOUNT, GOVERNMENT SECURITIES, AND FREIGHT, AND OF THE PRICES OF THE PRINCIPAL ARTICLES OF IMPORT AND EXPORT, DURING THE YEAR 1880.

A list of these quotations during the year 1880, compiled from the quotations issued weekly by the Committee, will be found in the Appendix.—(*Appendix* EE.)

CHARTS AND NOTICES OF THE MARINE SURVEY DEPARTMENT.

The Chamber is indebted to the courtesy of Commander A. Dundas Taylor, late I.N., Superintendent of Marine Surveys to the Government of India, for a supply regularly of the very valuable charts constructed by him. These charts, and the notices issued by the Marine Survey Department, are filed in the office of the Chamber, where they are always open to the inspection of members.

MISCELLANEOUS.

Numerous references have been made to your Committee, during the period under review, on points connected with the mercantile and shipping interests of the Port, which were considered and disposed of in the usual manner.

The balance at the credit of the Chamber, on the 30th November, 1880, was Rs. 31,636-15-10 against Rs. 19,296-0-7 on the 30th September, 1879, being an increase, in the 14 months, of Rs. 12,340-15-3. Of this increase, however, only Rs. 958-15-9 belongs to the general account of the Chamber.

The Measurement Fee Account shows a credit balance in the 14 months, of Rs. 11,381-15-6. The fee for measuring bales of cotton, wool, and hemp, was reduced on 1st January 1880 from 6 pies to 5 pies per bale, and on the 1st of April from 5 pies to 4 pies per bale, at which it has since remained. The fee for measuring miscellaneous packages, which was raised, on 1st April 1879, from 6 pies to 1 anna per package, continues at that rate.

The statements given below show that there has been a considerable increase in the number of bales and miscellaneous packages measured, while at the same time the expenses of the measurement establishment have been kept down as low as possible.

It will, however, be seen that the surplus in the Measurement Fee Account is almost, if not entirely, due to the largely increased receipts from the measurement of miscellaneous packages.

Owing to the change in the official year of the Chamber, the statement of the total measurement of bales and miscellaneous packages from the commencement of the measurement scheme, given for purposes of comparison, has been readjusted, and brought down to the 30th November in each

year. The statement showing the measurements of miscellaneous packages alone can only be given for the past three years.

STATEMENT showing the total Measurement of Bales and Miscellaneous Packages, with Receipts, Expenditure, &c.

Year Ending.	No. of Bales. Measured.	Receipts.	Expenditure.	Surplus Receipts.	Excess of Expenditure.
		Rs.	Rs.	Rs.	Rs.
From 18th May 1870 to 30th November 1872.	Not recorded.....	52,215	36,315	15,900	...
From 1st December 1872 to 30th November 1873	1,086,577	16,995	15,291	1,704	...
Year Ending 30th November 1874.....	1,402,379	21,707	18,986	2,721	...
Do. 30th Nov. 1875.	1,474,470	23,039	22,009	1,030	...
Do. 30th Nov. 1876.	1,240,034	19,375	22,355	...	2,980
Do. 30th Nov. 1877.	1,101,318	18,324	21,561	...	3,237
Do. 30th Nov. 1878	1,040,961	20,837	23,287	...	2,450
Do. 30th Nov. 1879.	887,100	28,808	20,140	8,668	...
Do. 30th Nov. 1880.	1,163,545	33,219	20,084	13,135	...

STATEMENT showing the number of Miscellaneous Packages only, with Receipts therefrom measured during the last three years.

Period.	Number of Packages.	Receipt.		
		Rs.	a.	p.
1st Dec. 1877 to 30th Nov. 1878 ...	89,327	2,791	7	6
1st „ 1878 to „ 1879 ...	1,55,886	7,980	2	0
1st „ 1879 to „ 1880 ...	1,65,182	10,317	10	0

Your Committee have now only to tender their thanks to the members of the Chamber for their ready attention to all matters on which they have had occasion to consult them; and to express their acknowledgments to His Excellency the Governor-General of India in Council, and to His Excellency the Governor of Bombay in Council for the courtesy and attention with which their representations have on all occasion been received.

Chamber of Commerce, Bombay,
15th December, 1880.

APPENDIX A.

FUNDS OF THE BOMBAY CHAMBER OF COMMERCE FOR 1879-80.

FOR THE PERIOD FROM 1ST OCTOBER 1879 TO 30TH NOVEMBER, 1880.

Disbursements.				Amount. Rs. A. P.
Rent	Rs.	3,850	0 0	
Deduct amount received from the Bombay Millowner's Association and Mr. Gordon.	,,	1,890	0 0	1,960 0 0
Printing—				
Miscellaneous Papers	Rs.	1,492	8 6	
Annual Report	,,	2,266	2 0	3,758 10 6
Advertisements				645 9 6
Newspapers and Books				1,055 6 6
Office Salaries, Telegrams, Petty Charges, &c.				9,954 15 0
Law Charges				410 8 0
Stationery				430 7 1
Postage and Receipt Stamps				216 8 0
Daily and Weekly Trade Returns, Manifests, and other Statistics & Stationery	Rs.	4,829	8 0	
Printing do.	,,	7,135	4 0	11,964 12 0
Millowner's Association Establishment for Statistics				977 0 0
Municipal Rates and Taxes				490 14 0
Commission paid to House Agent on taking lease of New Offices				330 0 0
Balance invested as follows :—				
In Fixed Deposit Receipt bearing interest at 5 per cent. per annum :—				
Chartered Mercantile Bank	Rs.	4,000	0 0	
National Bank of India	,,	4,000	0 0	
Chartered Bank	,,	6,000	0 0	
Agra Bank	,,	6,000	0 0	
Cash in Bank of Bombay, including recoveries to date, viz:—				
General Account	Rs.	6,255	0 4	
Measurement Fee Acct.	,,	5,381	15 6	11,636 15 10
	Total	Rs.		31,636 15 10

Receipts.				Amount. Rs. A. P.
Balance at the Credit of the Chamber, on 30th September 1879, as shown in last year's account				19,296 0 7
* Subscriptions	Rs.	14,450	0 0	
* Publications	,,	11,236	0 0	*25,686 0 0
Realized by Sales of Daily and Weekly Trade Returns and Manifests				1,772 14 4
Received on Cotton Measurement Fee Account for Head Office Charges in connection with the Measurement Scheme from 1st September 1879 to 30th November 1880				3,000 0 0
Do. Millowner's Association's contribution to Statistical Department from 1st September 1879 to 30th November 1880				1,500 0 0
Do. Interest on Fixed Deposits				931 13 0
Do. Contribution by Landlord on account of expenses incurred for office fixtures				150 0 0
Do. from the Cotton Commissioner, being refund of part of remittance for weekly telegrams				59 4 0
Do. on account of Arbitration fees in two cases				30 0 0
Do. Miscellaneous receipts for copies of Tonnage Scales, &c.				53 11 0
Profit in the Measurement Fee Account for the 14 months ending 30th November 1880 as per Account below				11,381 15 6
Total	Rs.			63,861 10 5

* Not including Subscriptions and Publications for November, 1880, which amounted to Rs. 1,844-8-0.

MEASUREMENT FEE ACCOUNT FOR 1879-80.

For the period from 1st October 1879 to 30th November, 1880.

To Disbursements, Salaries, Stamps, and Printing, from 1st October 1879, to 30th November, 1880	Rs.	24,253	6 4	By Receipts from Fees	Rs.	35,635	5 10
Balance	,,	11,381	15 6				
Total	Rs.	35,635	5 10	Total	Rs.	35,635	5 10

APPENDIX B.

THE TRADES AND PROFESSIONS TAX BILL No. XVIII. OF 1879.

A Bill to impose a Tax on Trades and Professions.

Whereas it is expedient to consolidate and amend the Acts at present in force for the licensing of trades, dealings and industries in certai n parts of British India, and to extend the operation of the said Acts in manner hereinafter appearing: It is hereby enacted as follows:—

Preamble.

CHAPTER I.

PRELIMINARY.

Short title.

1. This Act may be called "The Trades and Professions Tax Act, 1880."

Local extent.

It extends to the whole of British India and to all servants of the Government of India within the dominions of Princes and States in alliance with Her Majesty;

Commencement.

and shall come into force on the first day of January, 1880.

Saving of certain laws.

But nothing herein contained shall affect any law imposing a tax on any arts, trades, professions, callings or employments, and not hereby expressly repealed.

Repeal.

2. On and from the said date the Acts mentioned in the first schedule hereto annexed shall be repealed.

Interpretation-clause.

3. In this Act—

"Collector."

"Collector" means the Chief Officer in charge of the revenue administration of a district and in the Presidency-towns such officer as the Local Government may from time to time appoint in this behalf:

"Business."

"Business" used with reference to any person, means any trade, dealing, art, industry of profession, or any number of trades, dealings, arts, industries or professions, carried on by him in British India, except agriculture or the sale by a cultivator of land of the produce of such land or by a receiver of rent in kind of produce received by him as rent:

Explanation (1).—When any business is carried on by any member of a firm on behalf of such firm, such business is the business of the firm and not of such person.

Explanation (2).—"Agriculture" includes any process ordinarily

employed by a cultivator or a receiver of rent in kind, in order to render the produce raised or received by him fit to be taken to market.

For the purposes of this Act, each of the Presidency-towns shall be deemed to be a district.

CHAPTER II.

TAX ON BUSINESS.

Persons carrying on business to pay according to class.

4. Every person carrying on, whether on behalf of himself or any other person, any business during any portion of a year commencing on the first day of April, 1880, or any subsequent month of April, shall, if he falls under any class, mentioned in the second schedule hereto annexed, pay in respect of that year to the Collector of the district in which the principal place of such business is situate the amount shown in that schedule as proper to be paid by persons of such class:

Provided that when any person not previously carrying on any business begins to carry on a business on or after the first day of July in any such year, no more than the following shall be payable by him in respect of that year, that is to say—

when he begins to carry on such business before the first day of October in such year, three-fourths of the said amount;

when he begins to carry on such business on or after the first day of October but before the first day of January in such year, one-half of the said amount; and

when he begins to carry on such business on or after the first day of January in such year, one-fourth of the said amount.

Provided also that in any other case in which a person carries on his business for a portion only of such year, the Collector may, by an order in writing, remit a proportionate part of the said amount.

When any question arises as to what shall, for the purposes of this Act, be deemed to be the principal place of any business, the Governor General in Council, or such authority as the Governor General in Council may, from time to time, appoint in this behalf, shall decide such question, and his or its decision thereof shall be final.

Collector to determine class and prepare list.

5. The Collector shall, from time to time, determine the class to which every person liable to make any payment to him under this chapter belongs, and shall, not later than the first day of April in each year, prepare, in the language of the district, and file in his office, a list of such persons showing the business carried on by each of them, the places at which such business is carried on, the class to which such person belongs, and the amount payable by him in respect of the year beginning on such day.

Publication of list.

The list so filed shall be open to public inspection, at all reasonable times, without any payment; and such part or parts thereof as the Collector thinks fit shall, not later than the first day of April, be published in such public place or places of all towns and villages concerned, and shall be made known to the persons affected

in such other manner (if any) as the Local Government may from time to time direct.

When any question arises as to what, for the purposes of this section, shall be deemed to be the language of a district, the Local Government shall decide the same, and its decision thereof shall be final.

Persons omitted from list.

6. Any person who is, on the first day of April in any year, carrying on a busines in respect of which he is liable to make any payment to the Collector under this chapter, but whose name is omitted from the list prepared under section five, shall, before the first day of May in such year,

Persons beginning business after it is prepared.

and any person not previously carrying on any business who, after the first day of April in any year, begins to carry on any business in respect of which he is liable to make any such payment, shall, within one month from his so beginning,

apply to the Collector to determine the class under which he is chargeable and the amount payable by him, and the Collector shall thereupon by an order in writing determine the same.

Tax when payable.

7. Every person whose name is included in any list prepared under section five shall, before the first day of May next following the preparation of such list, and any person whose class has been determined under section six shall, within one month from such determination, pay to the Collector the amount shown in such list or determined by the Collector (as the case may be) to be payable by him, or when such amount exceeds forty rupees, half of such amount.

When only one-half of such amount is payable under the first clause of this section, the remaining half thereof shall be payable on the expiration of six months from the date on which the first half is payable, or when the first day of March next following falls within such period of six months on that day.

Receipts to be granted.

8. The Collector shall grant to every person paying any sum under section seven a receipt specifying—

(*a*) the date of the grant thereof :—
(*b*) the name and business of the person to whom it is granted :
(*c*) the class to which he belongs :
(*d*) the nature of the business carried on by him :
(*e*) the place or places where he carries on such business :
(*f*) the amount so paid by him :
(*g*) the year or part of a year in respect of which it has been paid : and
(*h*) such other particulars as the Local Government may, from time to time, prescribe.

Every fact stated in such receipt shall, for the purposes of this Act, be regarded as proved, unless and until it is disproved.

Penalty for non-compliance with sections 6 and 7.

9. When any person neglects to apply to the Collector as required by section six, the Collector may, of his own motion, determine, by an order in writing, the class to which, for the purposes of this chapter, such person shall

belong ; and such person shall be liable, by order of the Collector, to pay a penalty not exceeding thrice the amount payable by persons of such class in addition to such amount.

Any person omitting to make any payment as required by section seven shall be liable, by order of the Collector, to pay a penalty not exceeding thrice the amount of such payment in addition to the same.

Petition of objector.

10. Any person objecting to the class in which he is placed in a list prepared under section five or by an order of the Collector subsequent to the preparation of that list, and who has paid the amount shown in such list or order to be payable by him, or when such amount exceeds forty rupees half the same, may, within thirty days after the publication of the list or the date of such order (as the case may be), or within such further time as the Collector may, in each case, think fit, apply by petition to the Collector, in order to establish his right to have his name transferred to another class, or to be exempt from taxation under this chapter.

Hearing of petition.

The Collector shall fix a day for the hearing of the petition, and, on the day so fixed, or on such subsequent day as he may, from time to time, direct, shall hear the same and pass such order thereon as he thinks fit.

Assessment and collection by Municipal authorities.

11. The Local Government may, by an order in writing, direct—

(*a*) that any local area under the control of a Municipal authority shall be deemed to be a district for the purposes of this chapter ;

(*b*) that such Municipal authority or an officer of such authority shall, subject to the control of the Collector, and subject to such restrictions and conditions as may be specified in such order, exercise any of the powers of a Collector under this Act for the purpose of assessing or collecting, or both assessing and collecting, the whole or any portion of the tax leviable under this chapter in such local area ;

(*c*) that for the purpose of realizing any sums due on account of such tax, such authority or officer may, in lieu of, or in addition to, any powers conferred by this Act, exercise any powers conferred by law for the realization of any Municipal tax in such local area ;

(*d*) that all money collected by such authority on account of such tax shall be credited to the funds under the control of such authority ; and

(*e*) that from such funds such authority shall pay in each year to the credit of the Secretary of State in Council such amount as the Local Goverment may estimate to be a fair composition for such sums as such authority could with due diligence realize on account of the tax during such year.

CHAPTER III.

TAX ON OFFICERS AND SERVANTS.

Interpretation-clause.

12. In this chapter, unless there be something repugnant in the subject or context,—

"Private employer."

"Private employer" includes a company and a Municipal or other public body or association ;

"Pay" includes allowances, fees, commissions, perquisites or profits received from an employer in lieu of, or in addition to, a fix salary; but does not include travelling, tentage, horse or sumptuary allowance, or any other allowances granted to meet specific expenditure.

"Pay."

13. In the case of every person holding any paid office, employment or commission under Her Majesty, the sum of one-and-a-half per cent. of the amount of any pay due in respect of a period subsequent to the thirty-first day of March, 1880, shall, when such pay amounts to one hundred rupees per month, be deducted from such pay at the time of payment by the examiner of claims or other officer whose duty it is to make such payments, and shall be deemed to be a tax paid under this Act.

Deduction in case of Government officials.

Nothing in this chapter applies to the pay of officers, warrant-officers, non-commissioned officers and privates of Her Majesty's army who are not in any employment which, according to the ordinary practice, is held indifferently by military persons and civilians, and whose pay does not exceed five hundred rupees per mensem.

Exemption.

14. In the case of every person holding a paid employment under any private employer, the sum of one-and-a-half per cent. of the amount of any pay due in respect of a period subsequent to the thirty-first day of March, 1880, shall, when such pay amounts to one hundred rupees per month, be deducted therefrom at the time of payment by such employer, and shall be deemed to be a tax payable under this Act.

Deduction in case of other persons holding paid employments.

15. Every private employer shall, at the time of deduction, give a receipt for the same to the person from whose pay the said sum of one-and-a-half per cent. is deducted;

Receipt to be given for deduction.

and any employer refusing so to give such receipt shall be liable, by order of the Collector, to a penalty of ten rupees.

16. Every private employer shall be primarily liable to Government for the said sum in respect of every person employed by him, whether the said sum has been deducted from the pay of such person or not;

Private employer primarily liable to Government for tax.

and shall, on the first day of January, the first day of April, the first day of July, and the first day of October, in each year, pay to the Collector of the district in which the pay of such person is disbursed or to such other Collector as the Local Government may, from time to time, appoint in this behalf all sums then due by such employer under this section.

Payment to be by instalments.

17. When any private employer is declared an insolvent, or being a company or firm is wound up or dissolved, without having paid the amount required by section sixteen, the person employed shall be bound, on the demand of the Collector, to pay the same.

Liability of employee for tax due where employer becomes insolvent, &c.

18. Whenever a sum to be deducted under this chapter is not deducted at the time of payment from the pay chargeable therewith, it shall be deducted from some pay subsequently payable by the same employer to the same person.

Subsequent deduction of tax omitted to be levied.

19. The Collector shall grant to every person paying any sum under this chapter a receipt skecifying—

Collector to grant receipt.

(*a*) the date of the grant thereof;
(*b*) the names of the employer and the person employed;
(*c*) the amount paid;
(*d*) the period in respect of which it has been paid; and
(*e*) the person by whom it has been paid.

20. Any person objecting to the amount deducted from his pay under the provisions of section fourteen, or denying his liability to have any amount deducted therefrom, may, within fifteen days from the date of such deduction, or within such further time as the Collector may, in each case, think fit, apply by petition to the Collector in order to establish his right to receive the amount deducted, or any portion thereof.

Persons objecting to amount deducted may apply by petition to the Collector.

21. The Collector shall fix a day for the hearing of the petition, which shall not be less than ten days from the date of such petition: notice shall be given to the employer of such person;

Notice to employer of petitioner.

and the Collector shall on the day so fixed, or on such subsequent day as he may, from time to time, direct, hear the petitioner and the employer if he appears, and pass such order thereon as he thinks fit.

Hearing of petition.

22. Every private employer failing to make any payment as required by section sixteen shall be liable, by order of the Collector, to pay a penalty not exceeding thrice the amount of such payment in addition to the amount thereof.

Penalty for failing to make payment under section 16.

CHAPTER IV.

SUPPLEMENTARY.

23. The Commissioner of Revenue of the Division, or such other officer as the Local Government may, from time to time, empower in this behalf, may, in his discretion, on the application of any person deeming himself aggrieved by an order passed by the Collector under section ten, twenty-one or twenty-two, or by the refusal of the Collector to grant a remission under the second proviso to section four, call for the record of the case, and pass such order thereon as he thinks fit, and such order shall be final.

Revision of order passed under section 10, 21 or 22.

Recovery of sum due under Act.

24. All sums due and all penalties payable under this Act shall be recoverable as if they were arrears of land-revenue: but no proceedings for the recovery of any such sum or penalty shall be commenced after the expiration of three months from the last day of the year ending on the thirty-first day of March in which such sum or penalty became due or payable.

Powers of Collector under Act may be exercised by other officers.

25. All or any of the powers and duties conferred and imposed by this Act on a Collector may, subject to the control and orders of the Collector of the District, be exercised and performed by an Assistant Collector or such other officer as the Local Government, from time to time, appoints in this behalf.

The Collector may, in respect of any order passed under section ten, twenty-one or twenty-two by an officer appointed under this section, exercise the power of revision conferred on the Commissioner of a Division by section twenty-three, and the order passed in the exercise of such power shall be final.

Receipt to be produced on demand.

26. Every person holding a receipt given under this Act shall produce and show the same when required so to do by an officer generally or specially empowered in writing by the Collector to make such requisition.

Prosecution to be at instance of Collector.

But no person shall be proceeded against for neglect or refusal to produce a receipt except at the instance of the Collector.

Receivers and managers chargeable.

27. Courts of Wards and Receivers and Managers appointed by any Court in British India shall be chargeable under this Act in respect of any business of which the income is officially in their possession or under their control, and in respect of any persons employed by them.

Power to retain assessment paid by trustee, &c.

28. When any trustee, guardian, curator, committee or agent is charged, under this Act, in such capacity, or when any Court of Wards, or Receiver or Manager appointed by any Court, is charged under this Act, every person and court so charged may, from time to time, out of the money coming to his or its possession as such trustee, guardian, curator, committee or agent, or as such Court of Wards, Receiver or Manager, retain so much as is sufficient to pay the amount charged.

Every such person or court is hereby indemnified for every retention and payment made in pursuance of this Act.

Collector to exercise powers of a Civil Court.

29. The Collector may, for the purposes of any proceeding under section ten or section twenty-one, exercise any of the powers conferred by the Code of Civil Procedure on a Civil Court for the trial of suits:

Provided that the Collector shall not, in the course of any such proceeding, call for any evidence, except at the instance of the petitioner, or in order to ascertain the correctness of facts alleged by him.

Obligation to furnish information to the Collector.

30. Every person shall be legally bound to furnish to any officer exercising any of the powers of a Collector under this Act such information in writing or otherwise as such officer may require.

Power to exempt and make rules.

31. The Local Government may, from time to time, with the previous sanction of the Governor General in Council,—

(*a*) exempt any portion of the territories administered by such Government, or any persons or class of persons in such territories, from the operation of this Act or any provision thereof, and cancel such exemption:

(*b*) reduce the amount payable by any person or class of persons under this Act: and

(*c*) make rules consistent with this Act, (1) for regulating the manner of collecting the sums payable under this Act; (2) for providing in any case or class of cases for serving notices on persons under this Act; and (3) generally for the guidance of officers in matters connected with this Act.

Exemption from house-cess under Road-cess and Public Works Acts.

32. No person who pays any tax under this Act shall, so long as he continues to pay the same, be liable to pay any instalment of road-cess or public works cess on his house under Part IV. of Bengal Act X. of 1871 or section seven of Bengal Act II. of 1877 when such instalment falls due after the first day of April, 1880.

THE FIRST SCHEDULE.

ACTS REPEALED.

(*See Section* 2.)

ACT OF THE GOVERNOR GENERAL IN COUNCIL.

Number and year.	Title.	Extent of repeal.
Act No. II. of 1878 ...	An Act for the licensing of trades and dealings in the Panjab, the North-Western Provinces and Oudh.	The whole.

ACT OF THE GOVERNOR OF FORT ST. GEORGE IN COUNCIL.

Number and year.	Title.	Extent of repeal.
Act No. III. of 1878...	An Act for licensing trades, dealings and industries in the Presidency of Madras.	The whole.

ACT OF THE GOVERNOR OF BOMBAY IN COUNCIL.

Number and year.	Title.	Extent of repeal.
Act No. III. of 1878...	An Act for the licensing of trades, dealings and industries in the Presidency of Bombay.	The whole.

ACT OF THE LIEUTENANT-GOVERNOR OF BENGAL IN COUNCIL.

Number and year.	Title.	Extent of repeal.
Act No. I. of 1878 ...	An Act for the licensing of trades, dealings and industries within the territories subject to the Lieutenant-Governor of Bengal.	The whole.

THE SECOND SCHEDULE.

TAX ON BUSINESS.

(*See Section* 4.)

1 Number of Class.	2 Persons whose annual income from business exceeds	3 But does not exceed	4 Tax payable.
	Rs.	Rs.	Rs.
1	250	350	4
2	350	500	7
3	500	600	10
4	600	800	12
5	800	1,000	16
6	1,000	1,200	20
7	1,200	1,600	24
8	1,600	2,000	32
9	2,000	2,500	40
10	2,500	3,000	50
11	3,000	4,000	60
12	4,000	5,000	80
13	5,000	6,000	100
14	6,000	8,000	120
15	8,000	10,000	160
16	10,000	12,000	200
17	12,000	16,000	240
18	16,000	20,000	320
19	20,000	24,000	400
20	24,000	32,000	480
21	32,000	40,000	640
22	40,000	48,000	800
23	48,000	60,000	960
24	60,000	80,000	1,200
25	80,000	1,00,000	1,600
26	1,00,000	1,25,000	2,000
27	1,25,000	1,50,000	2,500
28	1,50,000	2,00,000	3,000
29	2,00,000	2,50,000	4,000
30	2,50,000	3,00,000	5,000
31	3,00,000	4,00,000	6,000
32	4,00,000	5,00,000	8,000

and so on, the figures in columns 2 and 3 being increased by 1,00,000 and those in column 4 by 2,000 for each new class.

STATEMENT OF OBJECTS AND REASONS.

1. The existing License Tax Acts are four in number. Act II. of 1878, passed by the Council of the Governor General, applies to the Panjab, the North-Western Provinces and Oudh; and Acts, more or less similar, passed by the Local Legislatures, apply to the Presidencies of Madras and Bombay, and to Bengal. These Acts it is now thought desirable to consolidate and amend, and the present Bill has been prepared for this purpose.

2. It is considered necessary to exempt from liability to this form of taxation all persons whose presumed incomes are less than Rs. 250 per annum. The effect of this change of system will be to exempt more than a million persons from taxation, and it will involve a sacrifice of an annual revenue of about £240,000.

3. With a view to making good the loss of revenue caused by this exemption of the smaller incomes now liable to the License tax, and to obtaining at the same time greater equality in the incidence of taxation, it is proposed to extend to the professional classes, and also to the wealthier officials and other persons receiving salaries, taxation at a similar rate to that imposed on the trading classes.

It is proposed to treat the trading and professional classes like. In regard to traders, the Bill makes no important change in the system followed under the existing License Tax Acts, except that it is obviously necessary to increase the fees payable by persons with the larger incomes, as the richer traders would otherwise be taxed at a lower rate than that applied to the salaried classes. The system of classification now in force is generally retained. Some small variation in the rate at which the tax falls on different incomes is under any such system unavoidable; but the new schedule has been so framed that the difference between the highest and the lowest rates does not exceed one-half per cent., the average incidence of the tax being a little over 1½ per cent. on estimated annual earnings.

4. Separate provisions are made for the taxation of the salaried classes, whether official or non-official; as, in their case, the exact incomes being known, the rough process of classification which is desirable for traders and professional persons would obviously be neither necessary nor expedient. It is proposed, following pretty closely the precedents of Act XXI. of 1867 and Act IX. of 1868, to assess the salaried classes on their actual salaries; the lower limit of taxable salary being Rs. 100 per mensem or Rs. 1,200 per annum.

The rate of the tax on these classes will be 1½ per cent., and in practice, the tax will on the average fall on all classes at the same rate.

5. Following the precedents above quoted, it is proposed to exempt from liability to the tax the military servants of the Government whose pay and allowances do not exceed Rs. 500 per mensem, or Rs. 6,000 per annum.

6. It is estimated that the extension of taxation to the professional and salaried classes in the manner proposed by the Bill will yield very nearly the same amount as that sacrificed by giving up the tax on the lower classes of traders, or about £240,000. The measure will, therefore, have no appreciable effect on the public revenues.

7. The present opportunity has been taken to amend the law in other particulars, but they are not of sufficient importance to call for notice here.

8. As the existing Acts require the assessment lists to be made out

in the beginning of January, it is desirable that the present Bill, if it is to become law, should be passed before the 31st December; but no payments will be due until after the 1st April, when the next financial year begins.

The 13th November 1879. JOHN STRACHEY.

D. FITZPATRICK,
Secy. to the Govt. of India, Legislative Department.

MEMORIAL PROPOSED AT THE SPECIAL GENERAL MEETING ON THE 5TH DECEMBER, 1879, BY THE COMMITTEE OF THE CHAMBER.

To His Excellency the Right Hon'ble LORD LYTTON, G.C.S.I., Viceroy and Governor General of India.

The Memorial of the Bombay Chamber of Commerce

RESPECTFULLY SHEWETH,—That a Bill No. XVIII. of 1879, entitled "The Trades and Professions Tax Act, 1880," has been introduced into your Excellency's Council, to consolidate and amend the Acts at present in force for the licensing of trades, dealings, and industries, and to extend their operation.

That your Memorialists are glad to observe that it is proposed to raise the limit below which incomes from business shall not be taxed to Rs. 250 per annum, and to remove the invidiousness of the class taxation which characterised the Acts of last year, and to extend the operation of the law to official and professional men.

That your Memorialists, however, regret to say that the proposed measure, in its present form, has lost its character as a License Tax, and that the details of it are highly objectionable. By the Acts of 1878, each person was required to take out a license, according to the class under which he fell, and to pay the annual maximum fee prescribed for the class to which he belonged: in this Presidency the maximum fee for Class I. was Rs. 200. The inquisitorial and odious character of an income tax was thus avoided, and your Memorialists most earnestly urge that the principle of a License Tax Act should be maintained by the levying of a fixed scale of fees, as heretofore, and that this principle should be extended to the official and professional classes. But the Bill now before your Excellency's Council is in reality an income tax, rendered especially obnoxious by the circumstance that its inquisitorial provisions are unprecedented, and that incomes from realised property, which are admittedly those most able and those which should before all others be called upon to contribute to the necessities of the State, are exempted from its operation.

The details of the Bill, moreover, your Memorialists respectfully submit, are calculated to create much discontent, more particularly the provisions contained in paragraph 2 of Section 5, against the continuance of which your Memorialists desire to record their most earnest protest. By this section it is provided that the list of persons prepared by the Collector, showing the amount payable by each, shall be open to public inspection, and such part or parts thereof as the Collector thinks fit shall be published in such public place or places of all towns or villages concerned, and shall be made known to the persons affected in such other manner (if any), as the local Government may direct. No trader would at any time willingly acquiesce in

the publication of his income; while such a proceeding, after bad seasons or periods of depression or disaster, might be fatally injurious to his credit. No such practice has ever been heard of in England, and your Memorialists venture to express their hope that your Excellency will, on reconsideration, expunge or modify this obnoxious clause before the Bill is passed, so as to prevent the mischievous consequences which might ensue from it, in its present form.

There are other sections in the Bill, of minor importance, it is true, but such as are likely to create hardship or difficulty in the working of the Act, and to these your Memorialists desire respectfully to request your Excellency's attention. In Section 6, persons beginning business are to apply to the Collector, within one month from their so beginning business, to determine the class under which they are chargeable, and the amount payable by them. It seems, however, to your Memorialists that it will, in many cases, be very difficult, if not impossible, to determine at what amount the incomes of persons beginning business should be assessed. If the tax were of the nature of a license tax there would be no such difficulty, as the tax might be paid quarterly, or at other stated intervals. Section 17 provides that when any private employer is declared an insolvent, without having paid the amount required by Section 16, the person employed shall be bound, on the demand of the Collector, to pay the same. It seems to your Memorialists to be hard on the employee to have to pay the tax on wages, which he may not have received, and they submit that the clause should be struck out. While approving generally of Section 26, your Memorialists respectfully suggest that provision should be made for the granting of duplicate receipts, when the originals have been lost or mislaid, on payment of a small fine. Section 30 seems to your Memorialists to be very wide, and to require definition.

That, in the event of a departure from the strict principle of a License Tax, your Memorialists further respectfully request the favour of your Excellency's attention to the unequal incidence of the tax, as shown below. Under Section 13, the tax on the latter is fixed at one-and-a-half per cent.; while under Section 4, persons carrying on business are assessed on a higher scale, according to Schedule 2, which fixes the tax at 2 per cent. on the minimum amounts of income, and at about 1½ per cent. on the maximum. By this method, the average incidence of the tax on the trading classes is considerably in excess of 1½ per cent., which the official classes are required to pay. It seems to your Memorialists that the scheme of the second Schedule is unjust, while at the same time it is unnecessary, and they therefore desire to protest against it.

For these reasons, your Memorialsts earnestly request that your Excellency will withhold your sanction from the proposed Bill until the nature of the tax is changed to that of a license tax, in the manner above mentioned, and until the objectionable features of the Bill are removed, and more particularly the obnoxious provisions contained in paragraph 2 of Section 5.

And your Memorialists, as in duty bound, will ever pray.

For and on behalf of the Members of the Bombay Chamber of Commerce,

M. MOWAT, Chairman.
J. GORDON, Secretary.

Bombay Chamber of Commerce, 9th December, 1879.

MEMORIAL PROPOSED AS AN AMENDMENT BY MR. G. A. KITTREDGE.

That a Bill No. XVIII. of 1879, entitled "The Trades and Professions Tax Act, 1880," has been introduced into your Excellency's Council, to consolidate and amend the Acts at present in force for the licensing of trades, dealings, and industries, and to extend their operation.

That your petitioners have had but little time to consider the proposed Bill, which, while professedly extending the provisions of the License Tax of 1878 to the salaried and professional classes, really introduces new taxation which directly and prejudicially affects the mercantile classes.

That this Bill, which was published in the Presidency only on the 27th ultimo, must, it is stated, become law before the end of the year; while your petitioners fail to perceive any sufficient reason for such hurried legislation on so important a matter.

That your Memorialists are glad to observe that it is proposed to raise the limit below which incomes from business shall not be taxed to Rs. 250 per annum, and to remove the invidiousness of the class taxation which characterised the Acts of last year, and to extend the operation of the law to official and professional men.

That your Memorialists find however that the proposed measure, in its present form, has lost its character as a License Tax, and that many of its details are highly objectionable.

1. One very grave objection to the proposed Bill is, in the opinion of your Memorialists, the exemption from taxation of incomes from realized property, those which are admittedly most able, and, therefore, should before all others contribute to the necessities of the State. Your Memorialists must, with the greatest possible respect, but in the strongest manner, protest against this exemption.

2. The provision that the Collector shall determine the various classes to which every person belongs is, in the opinion of your Memorialists, impracticable; they consider that it will be necessary and right that, above a certain defined limit, persons shall themselves be called upon to make returns of their income to enable the Collector to determine the classes to which they belong.

3. The provision in the Bill which provides for the public inspection of a list of all persons with the sums attached to their names for which they are made liable to taxation, will, your Memorialists are sure, be regarded as highly objectionable by all except the official classes whose incomes are already known. Every one resents naturally as if by a kind of instinct any attempt to make public the results of his labours, whether successful or otherwise, and in case of commercial men such publication might do grievous and undeserved wrong.

4. The provision which makes the income of the trader taxable when it reaches Rs. 250, while the limit in case of salaries is placed as high as Rs. 1,200 per annum, is, in the opinion of your Memorialists, inequitable, the uncertain and often precarious nature of the former being less able to bear taxation than the assured income of the latter. This inequality seems to your Memorialists to arise from a very prevalent, but mistaken, notion that persons in business are better off, as a rule, than those receiving salaries. The falsity of this assumption is clearly shown by experience and especially by that of the past ten years. Further the leading authorities on Political Economy, have

declared that the profits of business have a claim to be more lightly taxed in consideration of their precarious nature. And your Memorialists further contend that the reasons given in the discussion of the proposed Bill for the above inequality, namely, that "the commercial and trading classes pay scarcely anything towards the expense of the State," is quite erroneous. Your Memorialists contend that the Land Tax being of the nature not of a tax, but of a Rent for the use of the land, there is no revenue obtained by Government, of which the commercial classes do not pay their full share; though like all others in an indirect manner.

5. Another inequality to which your Memorialists beg to call attention is the rates fixed in schedule, under which persons whose income arises from business pay a rate running from 1½ to 2 per cent., while the salaried classes pay a uniform rate of 1½ per cent. This difference is unnecessary, as the rates in the schedule could either be made an average one of 1½ per cent., or the salaried classes could come also under the schedule as was the case under License Act XX. of 1867. Your Memorialists, therefore respectfully beg that this inequality may be removed.

6. Another point in the proposed Bill which seems to your Memorialists one of grave injustice is the provision, that employees who have paid the required tax to their employers under the orders of Government shall, in the event of the latter's insolvency, again pay the tax to Government; your Memorialists believe that they have only to call attention to this clause to obtain its removal from the Bill.

While thus pointing out the objectionable features of the proposed legislation your Memorialists can look upon this Trades and Professions Tax Bill, only as an Income Tax in disguise, encumbered, however, with more harassing restrictions, and wanting many of the ameliorative provisions which have been found in the Income Tax Acts. Your Memorialists believe that an Income Tax Act with provisions similar to those of the Act of 1860 would enable Government to reduce the rate of taxation below 1½ per cent., and to raise the liability to taxation to a higher minimum and still obtain the desired revenue.

Your Memorialists, therefore, respectfully recommend that, if Government cannot expect to receive the required revenue from a License Tax under which the community, divided into a few classes, pays taxes not burdensome on any, Government may be pleased to withdraw this proposed Trades and Professions Tax Bill and bring in a Bill for the imposition of an Income Tax.

AMENDMENT PROPOSED BY MR. SORABJEE FRAMJEE PATEL.

That the Memorial prepared by the Committee of the Chamber of Commerce be adopted with the following alterations and additions—namely, that the 2nd and 3rd paras. of Mr. Kittredge's Memorial be added to the Committee's Memorial as a preamble, and also a portion of the 9th para. or 4th as numerically marked by Mr. Kittredge ending with the words "past ten years." That the words "not only" be inserted before the word "hard" and the words "but unjust" be inserted after the word "hard" in the 14th line of the 5th para. of the Committee's Memorial, and instead of the last sentence of this para.

the following may be substituted :—That Section 30 is superfluous and should be expunged. That in the fourth line of the last para. of the Committee's Memorial, the words "official classes" be substituted for the word "latter."

AMENDMENT PROPOSED BY MR. FORREST.

That Mr. Kittredge's Memorial, with the exception of the last two paragraphs, and half the previous one, or that portion of the Memorial which had reference to an income tax, be adopted.

An abridged account of the proceedings of the Special General Meeting of the Chamber, held on the 5th December, 1879, and the result of the discussion, will be found in the preliminary part of this Report, page 4.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

Abstract of the Proceedings of the Council of the Governor General of India, assembled for the purpose of making Laws and Regulations under the Provisions of the Act of Parliament 24 & 25 *Vic., Cap.* 57.

The Council met at Government House on Friday, the 14th November, 1879.

PRESENT :

His Excellency the Viceroy and Governor General of India, G.M.S.I., *presiding.*
His Excellency the Commander-in-Chief, G.C.B., G.C.S.I., C.I.E.
The Hon'ble Sir A. Arbuthnot, K.C.S.I., C.I.E.
Colonel the Hon'ble Sir Andrew Clarke, R.E., K.C.M.G., C.B., C.I.E.
The Hon'ble Sir John Strachey, G.C.S.I., C.I.E.
General the Hon'ble Sir E. B. Johnson, R.A., K.C.B., C.I.E.
The Hon'ble Whitley Stokes, C.S.I., C.I.E.
The Hon'ble Rivers Thompson, C.S.I.
The Hon'ble T. C. Hope, C.S.I.
The Hon'ble B. W. Colvin.
The Hon'ble G. H. M. Batten.

TRADES AND PROFESSIONS TAX BILL.

The Hon'ble SIR JOHN STRACHEY moved for leave to introduce a Bill to impose a tax on Trades and Professions. He said :—

"MY LORD,—Nearly two years have elapsed since the Government of India resolved that it was necessary to take active measures for the improvement of its financial position, and especially for providing funds to meet the heavy charges and obligations which are entailed upon the State by the periodical occurrence of famine.

"I do not now propose to consider how far those measures have been financially successful. When they were taken, India was only just recovering from one of the most terrible and widespread famines recorded in her history. The year that followed, although less disastrous than its predecessors, was not prosperous ; and it is only now, in the year 1879, that it seems possible to hope, with some confidence, that the long period of scarcity and famine through which the country

has been passing has really ended. The seasons have this year been favourable. In almost all parts of India, the prospects of agriculture, on which almost everything else depends, appear excellent, and we see, I hope, general signs of increasing prosperity.

"Unfortunately, famine was succeeded by war, and by another misfortune, which, considered from a merely financial point of view, was still more serious. I refer, of course, to the great disturbance in the relations between silver and gold, which has entailed upon the revenues of India such grave consequences. I do not now propose to enter into any general questions of finance. The time is not far distant when they will come under discussion. All that I will now say is that I feel satisfied that India will be well able to bear all her own proper burdens; that I see much that is encouraging and satisfactory in the condition and prospects of her finances, and no cause whatever for despondency.

"Among the financial measures taken at the beginning of last year, one of the most important was the imposition throughout India of a License-tax on traders. I will not recapitulate the reasons which led the Government of India to adopt this form of taxation, but I shall have to refer to them presently. Reserving whatever further remarks I may desire to make on this subject, it is sufficient now to say, as I said in this Council on the 9th February, 1878, that there was this strongest of all possible justifications for taxing the commercial and trading classes, that excepting that small section of them composed of Europeans, they paid scarcely anything towards the expenses of the State.

"We have now had sufficient experience of the new taxes to enable us to form a judgment on their merits and their defects. Financially, the License-tax has been successful, for it yields already about £870,000 a year; and taxes of this kind become more productive as knowledge and experience are gained by the assessing officers. With one exception the tax has been successful in other respects also. The greater part of the amount which it has yielded has been assessed and collected without difficulty or opposition; and although the tax has undoubtedly been unpopular, as all direct taxation must be, there has been only one really serious and valid objection to it. It has become clear that it descends too low, and that it falls on large numbers of people, on whom the imposition of taxation in such a form is neither expedient nor profitable.

"In the North-Western Provinces, Oudh and Madras, no person was made liable to the tax whose annual earnings were less than two hundred rupees; but throughout the rest of India, in Bengal, Bombay and the Punjaub, the minimum taxable income was fixed at one hundred rupees.

"When, my Lord, the Council was discussing the imposition of the License-tax, I spoke on this subject as follows:—

"'As to the objection, which has been raised in some quarters, that this tax will fall mainly on the poor, I content myself with simply denying the fact. It will touch no person whose nett earnings are less than rupees 100 a year; and if anybody asserts that, in the Provinces to which this Bill refers, any man is poor who possesses an income of rupees 100 a year, he is ignorant of the facts. Such a man is not poor; he is a man far removed above poverty, and well able to pay his contribution towards ensuring the country against famine. To say that

our new taxation will fall upon the poor, is either an error or a calumny.

"I do not retract or qualify a word of what I then said.

"I assert as positively as ever that, in the greater part of India, a man with Rs. 100 a year is not poor. Strange as it may sound to English ears, a small trader or artisan or agriculturist in India, whose nett income is £10 a year, certainly commands more, not only of the necessaries, but of the comforts, of life, than a man with five or six times that income in England; and it is also certain that the taxes paid by the former are far less onerous than those of the latter. In confirmation of this, I may remind the Council of the remarks made by the Lieutenant-Governor of Bengal, Sir Ashley Eden, when the Northern India License Bill was under discussion; no one is likely to question his authority on such a subject. Repudiating the assertion that the tax would fall on the poorest classes,—

'It may be difficult,' he said, 'for men who know nothing of the country to realise that practically a Native with an income of Rs. 100 a year is in a better position than a European trader or mechanic in Europe with an income of £100 a year. I am sure that every one really acquainted with the Native habits and modes of life and requirements will agree with me that this is so.'

"It is not, therefore, on the ground that the License-tax falls heavily on the poor, that I now admit that it affects a very large class which ought to be exempted. The reason for exempting them is, that the numbers brought under taxation have been far larger than was anticipated, and experience shows that it is not politically wise or financially worth while to collect from a great multitude of people fees so small as those which are imposed on the smaller incomes by the present License-tax.

"The difficulty of preventing extortion and oppression on the part of the petty officials entrusted with the duty of collecting the tax has proved, in some parts of India, serious, and it is impossible to doubt that there has often been reason for the numerous complaints which have been made. Fully as this must be admitted, and greatly as it must be regretted, it would be a mistake and an injustice to suppose that such abuses have been universal; and as experience has been gained, there has been, I hope, everywhere, improvement in the manner in which the assessments and collections have been made. I see no reason to doubt that if the existing limit of liability to the License-tax were maintained, the Local Governments would everywhere succeed in removing all serious cause for complaint on such grounds as those of which I am now speaking. This is merely a question of good or bad administration. In some Provinces, we are assured already by the Local Governments that the tax is levied in so satisfactory a manner that no reason exists, in their opinion, for any large exemption of the smaller incomes. Thus, in Bombay, where there were at first many complaints of over-assessment and oppression, we are now informed that the collections are made without any trouble or complaint, and that all former difficulties have been removed. The Bombay Government does not think it necessary to exempt incomes of Rs. 100 a year from liability to the tax. So also in the Panjab. The Lieutenant-Governor has given a decided opinion that, so far as that Province is concerned, the only change that should be made in the minimum limit of liability is to raise it from Rs. 100 to Rs. 120

'The reason,' it is stated, 'which Sir Robert Egerton has for this opinion is, that the Act is now fairly understood, and its provisions accepted by the people of this Province. The machinery is now in working order, and cases of oppression and hardship will become with each assessment more rare. Great care has already been taken in examining and amending the first assessments ; and it is consequently, in His Honour's opinion, wiser to continue a tax which has been accepted and is working fairly well, than to make changes which may be theoretically right, but which, inasmuch as they are novel, will distract the minds of the people, and which, by diminishing the income derived from the License-tax, may necessitate the imposition of fresh and strange taxation. For these reasons, the Lieutenant-Governor would desire to maintain the present minimum with the slight alteration proposed by the Financial Commissioner.'

" When opinions of this kind are expressed by the Governor of Bombay and the Lieutenant-Governor of the Panjab, Sir Richard Temple and Sir Robert Egerton, than whom there are certainly no higher or more competent authorities, I think that I may claim to have made good my assertion that, even in those Provinces where incomes of Rs. 100 a year have been taxed, there is no foundation for the statements which have been made in some quarters that the result has been general and unjust oppression of the poor.

" Nevertheless, the Government of India has come to a decided conclusion that an alteration of the law is desirable, and I can explain the reasons for this conclusion in a few words.

" When the License Tax Acts were passed, it was left to the Local Governments to determine what should be the lowest limit of taxable income. The only interference exercised by the Government of India was to prevent this limit being less than Rs. 100, for some of the Local Governments would have gone lower. It was not then foreseen how disproportionately large would be the number of persons assessed in the lowest classes, and how comparatively small would be the financial return.

" The schedules attached to the various Local Acts differ so much that I cannot give strictly accurate statistics, but there is no doubt that more than a million persons whose incomes are between Rs. 100 and Rs. 250 a year are now liable to the tax, and that the amount which they pay does not exceed £240,000. The mere statement of this fact is sufficient. It cannot be right for the sake of raising so small a sum to impose direct taxation on so great a multitude of people. Although there has not been in any part of India any reason whatever for thinking that the tax has actually led to political discontent, or the smallest apprehension of anything of the kind occurring, it is nevertheless politically wise to amend the law.

" In regard to the amount which it would be desirable to fix as the lower limit of liability to the tax, every Government in India has been consulted. I have already referred to the opinions of the Governments of Bombay and of the Punjab, and have said that they were disposed to make little or no alteration in the existing limit of Rs. 100. The Government of the North-Western Provinces and Oudh thinks that Rs. 240 would be a suitable amount ; this is Rs. 40 higher than the present minimum in those Provinces. In Bengal, as the Council is aware, the Lieutenant-Governor, with the approval of the Government of India, exempted, not long ago, all incomes be-

tween Rs. 100 and Rs. 250 from liability to the tax. This was done by executive order; the Act gave to the Lieutenant-Governor the necessary authority. Both Sir Ashley Eden and Sir Steuart Bayley, who is now acting as Lieutenant-Governor of Bengal, concur in thinking that Rs. 250 may properly be adopted in future as the minimum. The Government of Madras has also accepted Rs. 250.

"The Government of India now proposes that rupees 250 shall be the minimum income liable to this form of taxation. It will be understood, from what I have said, that in fixing this amount we are really giving greater relief to the poorer classes of traders than most of the Local Governments think necessary; but it is better in this matter to err on the side of liberality. We think also that it will be desirable to maintain the same limit of Rs. 250 throughout India. When the tax was first imposed, it was urged that circumstances differed much in different Provinces, and that it was not certain that the same minimum limit of taxable income would everywhere be appropriate. There is undoubtedly truth in this, but it is very difficult in practice to arrive at satisfactory conclusions on such questions, and it appears best to have a uniform limit. There is no part of India in which it will be a hardship to oblige a trader with an income of Rs. 250 to pay a fee of four rupees a year. As I have already stated, it is estimated that by the changes now proposed we shall exempt more than a million persons from taxation, and shall give up revenue to the amount of about £240,000.

"There are various other points in which the existing License Acts require amendment, but I need not now detain the Council with explanations of them, and I have to speak of other matters of importance.

"In the first place, I must explain why the apparently unusual course has been taken of introducing a Bill such as this at Simla. The explanation is simple. All the License Tax Acts, excepting that in force in Lower Bengal, require the assessments and collections to be made for the calendar year. The Collector makes his demand on the first January, and the whole of the tax must be paid into the treasury, under serious penalties for default, by the first February. It is, therefore, obvious that if important alterations are to be made in the existing law, they ought to be made before the first January. Much confusion and embarrassment would follow from any subsequent change unless we are prepared to leave the present system of taxation virtually unaltered for the greater part of another year. There is another reason which renders it highly desirable that the intentions of the Government in regard to the License-tax should be made publicly known as soon as possible. If the Collectors are allowed to make their inquiries and prepare their lists and their assessments on the assumption that the law is to remain unaltered, they will have, later on, to do a great part of their work over again; and it is extremely important that they should know what is proposed as early as possible in the cold season when they can give personal attention to this part of their duties. The Government has this year been obliged, by obvious reasons connected with the affairs of Afghanistan, to remain longer in this part of India than has been usual; and if the introduction of the present measure were to be delayed until the Government reaches Calcutta, it would hardly be possible that it should become law, as I now hope it may do, by the end of December.

"I come now, my Lord, to another and very important part of my subject. It is a question which has, for some time past, been before the Government, and its consideration has been rendered the more necessary by the proposal to sacrifice £240,000 a year out of the sum now yielded by the License-tax.

"The reasons which originally led the Government to confine this tax to trades and dealings, and not to bring under it the professional and official classes, were, as I thought, fully explained by me at the time. My observations were, I suppose, misunderstood; at all events they have been widely misrepresented. It has been alleged that I asserted that traders generally benefit by famines, and that justice required that no officials should be taxed, and arguments have been gravely brought forward to show that this cannot be. No such absurd assertions were ever made by me. My statement was that when scarcity affects one part of India, the producers of grain, the dealers in grain, and other traders in parts of the country not so affected, make large profits; and that while the agricultural and trading classes are, on the one hand, those that require large measures of relief in a region suffering from extreme scarcity, so, on the other hand, these are the classes which are in a position to obtain large profits when their own Provinces are flourishing, and other Provinces are suffering. I said further that the less wealthy members of the professional and official classes, who depend on fixed incomes for their support, or on incomes little affected by competition, suffer from the pressure of high prices, not only when scarcity prevails in their own Provinces, but when it prevails elsewhere. The high prices which, under such circumstances, serve to enrich the producing and trading classes, entail (I said) suffering on the small officials and on those subsisting on wages the amount of which they are powerless to regulate. The general truth of all this cannot, I feel sure, be impugned, and I shall not waste the time of the Council in further repudiating ridiculous opinions which have been attributed to me, but which I certainly never expressed.

"Apart from that natural dislike which is everywhere felt to any new taxation, and from complaints as to the manner in which the License-tax has been assessed, the principal objection to it has been that it is partial, and does not go far enough. The commercial communities in the three Presidency towns have submitted Memorials praying for its extension to the official classes, and there has been, no doubt, a very general feeling, shared by the officials themselves, that they ought to bear their share of the new taxation. The arguments contained in the Memorials to which I have referred, if their logical consequences had been accepted, would have led to the imposition of an Income-tax rather than to an extension of the License-tax; but the re-imposition of a general Income-tax was not thought desirable, and it was determined that the new taxation should be confined to certain classes of the community. Fresh taxation was imposed on landholders throughout the greater part of India; and traders were specially and unhesitatingly selected as constituting that class which bore the smallest share of the expenses of the State, compared with the great benefits it receives from our rule. It may be a fair subject for argument whether the line drawn by the Government of India, when it did not extend the tax beyond traders and landholders, and did not include the professional and official classes, was the best possi-

ble line ; but it is altogether misleading to suggest, as has been done, that the official classes were alone excepted.

" It is perhaps not necessary to refer more to the past. But I may remark that in matters such as these, Governments cannot be guided by mere abstract ideas, and that, in the nature of the case, conflicting opinions have to be reconciled, and divergent interests to be considered. There has been no disguise that on this occasion advocates of an Income-tax were not wanting. As on many other occasions, a compromise was adopted, which, like all compromises, was open to criticism from one side or the other.

" The Government has never concealed from itself that there are practical inconveniences, as well as political evils, in not bringing the wealthier portion of the professional and salaried classes under taxation similar to that which has been placed on traders and, in the Bengal Presidency, on landholders ; and now that we are proposing to modify that taxation, and to make a sacrifice of revenue, the re-consideration of the whole subject has (as I have already said) been forced upon us. Every Local Government in India has now concurred with the Supreme Government in the opinion that taxation similar in amount to that already borne by the wealthier classes of traders should be extended to the wealthier classes of officials, and that the License-tax should apply generally, as it already does in Calcutta, not only to trades but to professions. Although it is not proposed by the Bill which I am asking leave to introduce that any taxation shall be actually levied from any person until after the commencement of the next official year on the first April, 1880, it seemed plainly desirable not to delay the announcement which I have now made. It would not have been proper, when it became necessary to make important alterations in the License Tax Acts, as they affect traders, to leave the public under the impression, for several months to come, that the Government proposed to make no alteration in the law as it affected the official and professional classes. The proposal of the Government now is to deal with the whole subject in a single measure. It wishes, for the reasons which I have already explained, that this measure should be placed before the public as soon as possible, and that it should become law before the end of the year.

" I will postpone the observations which I shall have to make in some detail in explanation of the Bill which I am asking leave to introduce. I will now give a summary only of its more important provisions.

" In order to avoid minute inquisition into incomes, the existing License Tax Acts, as the Council is aware, divide the persons taxed into classes. The Bill maintains this system, with (as I shall notice presently) some modifications which are obviously required in the case of the higher grades. The classification is so arranged, that the average incidence of the tax shall always be as near as possible to one-and-a-half per cent. on estimated annual earnings. On the lowest class of all, that is, on incomes between Rs. 250 and Rs. 350, the average rate will be somewhat less. It is proposed to make no difference between the trading and professional classes ; but separate provisions will be necessary for the taxation of the salaried classes, whether official or non-official. The rough process of classification, which is desirable in the case of traders and professional persons, whose exact incomes are unknown, would obviously be inexpedient and inconvenient in the case

of the salaried classes. The amount of the actual salaries of all public servants is known, and those of the servants of companies and private persons can easily be ascertained. It is proposed, therefore, to assess the salaried classes by a percentage on their actual salaries. This was the plan adopted under the Certificate Act No. IX. of 1868, after the plan of taxing them by classes had first been tried under the License Act No. XXI of 1867. Following the precedents of those two Acts, it is proposed to exempt from liability to the tax the military servants of Government not in civil employment, whose pay and allowances do not exceed Rs. 500 per mensem, or Rs. 6,000 per annum ; and for all other salaried persons, it is proposed, following the same precedents, to make Rs. 100 per mensem, or Rs. 1,200 per annum, the lower limit of taxable income. The rate of the tax will be nearly the same as the average rate assessed on traders, or one-and-a-half per cent.

" It is estimated that the extension of taxation to the official and professional classes, in the manner now proposed, will yield very nearly the same amount as that sacrificed by giving up the tax on the lower classes of traders, or about £240,000. From a merely financial point of view, the Bill will therefore, if it becomes law, have no appreciable effect upon our revenues. We shall gain no more than we lose, and the measure will only be one of re-adjustment of taxation. But we shall obtain somewhat greater equality in the incidence of taxation, and we shall remove, I hope, all grounds for the assertion (the justice of which, however, I am far from admitting) that we have placed undue burdens on the poor, and shown undue favour to the rich. We shall transfer to about 35,000 persons, three-fifths of whom are more or less highly paid officials, the greater portion of the burden now borne by upwards of a million traders, who, if not actually poor, belong, at any rate, to the humbler classes of the community."

The Motion was put and agreed to.

The Hon'ble SIR JOHN STRACHEY introduced the Bill to impose a Tax on Trades and Professions. He said :—

" MY LORD,—It is not necessary that I should detain the Council much longer in explanation of this Bill, and I have already sufficiently stated the reasons which make the Government desirous that it should be introduced and published with no avoidable delay. The Bill, so far as the trading classes are concerned, follows in most respects the provisions of the existing License Tax Acts.

" It differs from them, however, in some important particulars.

" In the first place, this will be an Imperial measure, which will supersede all the Local License Tax Acts now in force. There will not, I think, be any difference in the opinion that under the circumstances this course will be the most convenient to adopt. The Bill, as I have already said, will apply to all persons exercising professions, and to persons in service, whether public or private, as well as to the commercial classes. For the latter class, *i.e.*, persons engaged in trade, the lowest income taxable will be Rs. 250 per annum.

" All incomes derived from business have been grouped, as under the present Acts, in classes, which have been so arranged that practically the average incidence of the tax upon each of these classes may be expected to be about 1½ per cent. There will thus be little or no change in regard to the greater number of persons who are now taxed and who will remain liable under the new measure. But, under the

existing Acts, the highest fees that can be levied on the largest incomes vary from Rs. 200 in Bombay to Rs. 800 in Madras. The extension of taxation to other classes, in the manner that has been proposed, will obviously render it necessary to remove what would otherwise be an indefensible advantage in favour of the richer members of the trading classes. The schedule has therefore been so arranged that the richer traders will pay, like others, at the rate of about 1½ per cent. on their presumed incomes.

"In the assessment of incomes the system actually in force will be generally maintained. No inquisition will be made; the assessing officer will proceed, as under the existing Acts, upon the best information that is available to him, without making enquiries of the persons to be assessed.

"Persons, however, who object to their assessment may, after paying half of the sum assessed, demand that their objections should be heard, and may show, if they wish, that their assessment has been erroneous. The orders passed on such objections have been made open to revision, in order to afford the means of remedy where the objections may not have received due consideration.

"As the sums payable under the proposed Act will, in some cases, be much larger than those leviable under the existing License Tax Acts, provision has been made for payment of the tax, whenever it exceeds Rs. 40, in two instalments. For the same reason, it has been provided that a person whose income ceases during the year of taxation may claim a proportionate abatement from the sum assessed upon his profits for the entire year.

"To remove doubts which may arise in the case of persons who are in the receipt of salaries, a definition has been introduced of the word 'pay.' In the case of persons receiving salaries, whether from the Government or from private employers, the tax will be levied at a fixed and uniform rate of 1½ per cent.

"Salaries of less than Rs. 100 per mensem or Rs. 1,200 per annum will not be liable to taxation. In this respect the precedents of the License Tax of 1867 and of the Certificate Tax of 1868 have been followed. Military officers also and soldiers in receipt of allowances not exceeding Rs. 500 per mensem or Rs. 6,000 per annum have been exempted, as they were then; but it is not proposed to continue the same exemption to members of the Police, which has now become a purely civil force.

"Provision has been made, in the case of persons in private employ, for the collection of the tax through their employers.

"The Bill has been made applicable to the whole of British India, but power has been reserved to exempt such territories and classes of persons as cannot properly be brought under its operation.

"Such a class is the commercial class, or rather a portion of it, in the Central Provinces, who already pay the Pandhari tax. In several of the Scheduled Districts which are now exempt from the operation of the License-Tax it will, no doubt, be necessary to make similar exemptions under the new measure.

"There is, I think, only one other matter which need now be noticed.

"In the existing License Tax Acts, prominent attention was drawn, in the Preamble and in the body of the Acts, to the fact that these taxes were imposed with the object of effecting 'a permanent increase

of the revenue, in order to provide means for defraying the public expenditure from time to time incurred, and to be incurred, for the relief and prevention of famine in British India.' These words have been omitted in the present Bill, and it is desirable that I should explain the reason.

"I do not now propose to enter into any discussion in regard to the measures taken by the Government nearly two years ago with the object of protecting the country against the financial liabilities involved by the occurrence from time to time of famine, and of providing to the utmost of its power the means of preventing and relieving these calamities. Nor shall I now consider how far the Government has been able to carry these objects into effect. The time is not distant when the proper opportunity for such discussions will arrive. Meanwhile, I have only a few words to say.

"I quite admit that the financial part of this subject was somewhat complicated, and that it was not very easy of comprehension to a person who had not given careful attention to it. The difficulty has been increased by the fact that, since the Government of India explained the policy which it hoped to carry out, that policy has been very seriously modified by the obligation, placed on us by the Secretary of State, of greatly reducing our expenditure on those productive public works the construction of which we had looked upon as the best safeguard against famine.

"I had supposed, my Lord, that, if there was one thing which had been made clearer than another in regard to the measures in question, it was this,—that, although it was sometimes convenient to talk of a Famine Insurance Fund (I believe, however, that I myself on no single occasion used the expression), the Government altogether repudiated the idea that it was desirable to constitute any separate fund from the produce of the new taxes for the purpose of meeting expenditure on Famine. I said in the plainest language that I could find, in the debate in this Council on the 9th February, 1878, that the creation of any separate fund would not only be useless but mischievous,—that it would disturb the adjustment of grants and accounts, and cause suspicion and trouble to all concerned. I will repeat the words which I used on that occasion :—

'What the Government desires is to establish a sense of the obligation under which it is placed in respect to the expenditure due to famine, which shall be felt in the same way as the obligation to provide proper Courts of Justice, Police, Education and so forth. For none of these objects has it ever entered into the mind of any one to suggest a special allocation of the revenue or a separate fund. Nor can any greater reason be found for a separate Famine Fund than for separate funds for any of those other objects which are obligatory on the Government.'

"The words that were inserted in the existing License Tax Acts and which I have quoted served undoubtedly to increase the misapprehension of these questions : and, although the policy of the Government remains unchanged, it is thought desirable to omit them.

"It has, my Lord, unhappily become the fashion of late to attribute to political opponents, not only ignorance and lack of wisdom, but the basest motives of deliberate dishonesty. The Government of India, or some of its Members, have had, in respect of this subject of famine-insurance, their full share

of this vile usage, degrading to those alone who practise it. To such people scorn and silence are the only fitting reply, and they will certainly receive no reply from me. They will doubtless find in the omission of all reference to famine in the preamble of this Bill fresh evidence of the intention of the Government to evade or repudiate the solemn obligations which it assumed.

"To honourable critics of another stamp and to the public I give the assurance that the Government proposes no change of policy. It undertook, for the first time nearly two years ago, the responsibility of making provision for the protection of the country against the financial consequences of famine. It has never, notwithstanding the new and unexpected difficulties which have supervened, swerved from the policy of which it then proclaimed the necessity, and it will continue, to the utmost of its power, to carry out that policy in the future."

The Hon'ble MR. BATTEN said :—"The Hon'ble Sir J. Strachey has in the course of his first speech mentioned the reasons for which it was thought justifiable to exempt the professional classes and officials from the taxation imposed by the Acts of 1878. I think there is much force in those reasons, but their force is certainly less in the case of the richer persons of those classes, who can well afford to bear their share in the burden which was then thrown exclusively on the commercial classes. I am, therefore, glad to find that the measure now proposed is designed to relieve the poorer traders and artizans at the expense of the more wealthy, professional, official and other salaried persons. I still think, however, that the reasons to which I have referred justify the exemption of officials and other salaried persons, who are in receipt of less than one hundred rupees a month, from taxation of this kind, although persons who derive their income from trades or handicrafts are subjected to the tax if their incomes are as low as two hundred and fifty rupees a year. The lower paid officials and other salaried persons are not only more hardly pressed by high prices in times of scarcity than are tradesmen and handicraftsmen, owing to the greater fixity of their incomes and the greater difficulty they have in protecting themselves by claiming increased salaries ; but their standard of living and their consequent necessary expenditure is higher. This remark applies to all smallsalaried persons, whether Natives or others ; but it applies especially to the poorer European and Eurasian clerks. I do not think that any one will deny that this class on salaries between Rs. 20 and Rs. 100 a month is comparatively in more straitened circumstances than is the class of petty traders and artizans who earn an equivalent income. On these grounds, I think that the proposed minimum salary of one hundred rupees per mensem, for persons to be taxed under chapter III of the Bill, is fair and equitable. But I would go a step further and apply the same minimum to the poorer classes of professional persons whom it is now proposed to tax under chapter II. These poorer professional persons are very much in the same position as the poorer salaried persons, and it would be difficult in some cases to draw a line between them. They belong to the same stratum of society and live in much the same way. I would therefore ask that this point may be considered by the Council. The financial sacrifice from exempting professional persons whose income is less than Rs. 1,200 per annum will be quite insignificant. I am aware that there may be some difficulty in defining this class,

but I have no doubt that, with the help of the able Secretary in the Legislative Department, that difficulty can be surmounted. The idea is, that no person, whether salaried or professional, who was not subject to taxation under the Acts of 1878, shall be subjected to taxation under the measure now to be introduced, if his income is less than Rs. 100 per mensem or Rs. 1,200 per annum, and I have no doubt that words can be found to embody this idea.

"I am afraid that the commercial classes who have loudly demanded—I do not say unjustly demanded—that the taxation which they have been paying for the last two years shall be shared by Government officials and professional persons, will be somewhat disagreeably surprised to find that the inevitable and logical consequence of a compliance with their demand will be to raise very considerably the maximum taxes which they themselves will have to pay. The maximum tax is now, in Madras Rs. 800; in Bengal Rs. 500; and in Bombay only Rs. 200. Directly it is determined that officials shall be taxed by a percentage on their salaries—and any other mode of directly taxing them would, I submit, be almost absurd—it becomes impossible to maintain the maximum taxes on the commercial classes at the sums which I have mentioned.

"These taxes represent respectively one-and-a-half per cent. on monthly salaries of Rs. 4,444, Rs. 2,777 and Rs. 1,111. Now, there are many officials receiving salaries higher than even the highest of these amounts, and consequently many officials who, if taxed at one-and-a-half per cent. on their salaries, will pay more than the maximum taxes now levied on the commercial classes. There can be no possible reason for taxing the highest paid officials at a less percentage than the lower paid, and there can be no possible reason why any officials should be taxed higher than equally wealthy gentlemen who derive their incomes from commerce.

"If your Lordship will permit me to make a personal illustration, I would ask if there is any reason why a company, firm or merchant, with an annual income of Rs. 2,40,000, should be taxed less than the Viceroy, who draws an equivalent salary, and who will have to pay at one-and-a-half per cent. on that salary an annual tax of Rs. 3,600? Hence, it seems to me that the taxation of officials involves, and rightly involves, higher taxation of the richest commercial classes, who have hitherto escaped with comparatively the lightest burden, especially in the Bombay Presidency. In that fortunate Presidency a merchant with an income, say, of Rs. 50,000 a year—and I hope there are many such—has paid less than half per cent. as his tax, while his poorer brethren have been taxed at four times that rate.

"Besides extending taxation to official and professional incomes, the present Bill will remove these unjust inequalities in the taxation of the commercial classes, and I think on both grounds it deserves the support of this Council."

The Hon'ble SIR JOHN STRACHEY:—I should like to say a few words with reference to one suggestion made by the Hon'ble Mr. Batten that, with regard to the minimum amount of taxable income, the professional classes should be treated, not like the traders, but like the officials. I am sorry that we had not this suggestion before us when the Bill was framed; for I think it is one that well deserves consideration. In drafting the Bill, the precedents of the Certificate and License Tax Acts of 1867-68 were, in regard to this matter, simply followed;

but I think Mr. Batten has given very cogent reasons in support of the view he has now stated to the Council. Financially, the question has no importance at all. The amount we should receive from the tax would, for all practical purposes, be much the same under both plans. Therefore, on merely financial grounds, there could be no objection to Mr. Batten's proposal. As this subject has not been before the Government. I am not now able to say anything definite regarding it; and until it has been further considered by the Government, I must reserve the final expression of my own opinion. I think, however, I may say without impropriety, that my own personal present feeling is decidedly in favour of the adoption of the suggestion which the Hon'ble Member has made.

His Excellency THE COMMANDER-IN-CHIEF:—There is one point that strikes me with reference to this License Tax. In some municipalities a professional tax is already levied, which is the same thing. It affects the income of all professional men exactly in the same way. Is it proposed by this Bill that a man should pay twice under those heads?

The Hon'ble MR. BATTEN:—Yes. He will pay both the municipal and the imperial tax.

The Hon'ble SIR JOHN STRACHEY:—There is no change made in that case is the existing law.

His Excellency THE COMMANDER-IN-CHIEF:—This is a matter which affects a certain number of military men who already protest against the municipal tax now imposed on them, as your Lordship is aware, in Madras. There is a great deal of feeling on the part of the military authorities in Madras with reference to the incidence of the professional tax as it stands now. Sir Neville Chamberlain, for instance, is bound to pay for a license to draw his sword in Madras—to exercise his profession—and he positively cannot carry out the duties of the commission imposed upon him by the Queen without paying this tax,

In various other stations—In Bellary, for instance—I understand that they even go the length of taxing the battery-horses belonging to Government under the Municipal Act. There is a very strong feeling with regard to this tax amongst the officers serving in Madras, and if the proposed new tax is now placed on the top of that, naturally the irritation will be doubled.

There are also certain officers who pay British income-tax on part of their pay. Now, that is certainly a first charge on the pay they receive, and I should like to know whether an officer who draws an income of, say, Rs. 2,000 or Rs. 6,000, and has to pay a certain sum on part of that income as British income-tax, is not entitled to rate himself in the next lower number in the schedule as an abatement.

The Hon'ble MR. BATTEN:—He does not come under the schedule at all. The tax on officials will be 1½ per cent. on their salaries, and the schedule does not apply to them.

His Excellency THE COMMANDER-IN-CHIEF:—But the principle is the same; and what I should like to know is, whether an officer is entitled to an abatement of taxation on the sum on which he has already been taxed under the head of income-tax elsewhere.

His Excellency THE PRESIDENT:—I may mention, with reference to one portion of the remarks of my hon'ble friend Sir Frederick Haines, that the Government of India have at present in preparation a Bill for the purpose of prohibiting the levy of any municipal tax upon

military officers without the previous sanction of the Governor General in Council.

His Excellency THE COMMANDER-IN-CHIEF :—That of course meets every objection that I could possibly urge on that point.

The Hon'ble SIR JOHN STRACHEY moved that the Bill be published in the local official Gazettes in English and in such other languages as the Local Governments might think fit.

The Motion was put and agreed to.

Extract from the Financial Statement introduced by the Hon'ble Sir John Strachey, into the Legislative Council of the Governor General, on the 24th February, 1880.

I have now, my Lord, to state to the Council the course which the Government proposes to take in regard to the Bill for amending the License Acts. It will be remembered that, when this measure last came before us, I announced, on behalf of the Government, that it was not proposed to take any further steps in the matter, until after the publication of the Financial Statement.

The changes proposed in the existing law, when the Bill was introduced in November last, would, if they had been adopted, have had no appreciable effect upon the revenues, the amount surrendered by the exemption from taxation of the lower classes of traders being just made good by the extension of taxation to the official and professional classes. The effect of the further modifications subsequently proposed, and of the additional exepmtions in favour of the poorer traders, would have been a loss on the one hand of £340,000 a year, and a gain on the other hand of £240,000, thus leaving us, as the general result, with £100,000 less revenue than we get now. The measure was essentially one which had for its object the equitable re-adjustment of taxation, and it had no financial importance.

Before going further, I wish to ask the Council to recall the circumstances under which fresh taxation was imposed two years ago.

The object of the new taxes was described in the preamble of the License Act passed by this Council ; and nearly the same words were used in the other similar Acts passed for the various provinces of the Empire. It was stated that—" in order to provide means for defraying the public expenditure from time to time incurred, and to be incurred, for the relief and prevention of famine in British India, it is necessary to effect a permanent increase of the revenue."

In making this quotation, I do not attach any exggerated importance to the declaration that these taxes were intended to give a " permanent increase" to the revenues. It is, of course, competent to the Legislature to alter its policy in regard to this, as to any other matter. The declaration, nevertheless, has this value, that it shows the intention of the Legislature, when these measures were enacted two years ago ; and since the object for which they were enacted—the protection of the country against famine—is undoubtedly as important now as it was then, and as earnestly desired by the Government, it is reasonable to say that very good cause ought to be shown, before we consent to give up taxes avowedly imposed to make a " permanent increase " to the revenues.

I may remind the Council what this increase really was. Taking

together the measures adopted in the two years 1877 and 1878, the first new taxation was the Public Works cess, imposed on the land in Bengal: this yielded in 1878-79 £355,590. In 1878, new cesses were also imposed on the land in the North-Western Provinces, Oudh, the Punjab, and the Central Provinces, yielding about £170,000. The total amount of new taxation on the land was therefore about £525,000; the actual receipts during the last two years have, however, not been so large, because it was thought right to postpone for a time the collection of the cess in parts of Northern India which had suffered from drought. Similar taxation was not imposed on the land in Madras and Bombay: the principal reason for this exemption was, that the salt duties had just been increased in those presidencies, and it was held to be inexpedient to impose cesses on the land at a time when the effects of the famine were still being felt, and when the salt duties were being increased. A license-tax on traders was first imposed in 1877 in the North-Western Provinces, and, in the following year, the present License Acts were applied throughout India. They yielded, at their maximum, about £820,000 net.

The total amount of what has been called the Famine Insurance taxation was therefore about £1,345,000.

Considering that precisely the same reasons were given by the Government, and accepted by the Legislature, for imposing fresh taxation on the trading and on the agricultural classes, with the object of protecting the country against the financial consequences of famine, and that special stress was laid upon our desire to make the burden fall with approximate equality on each of these classes, it would be difficult, for the present Government at least, to accept any proposition for treating them differently now. In fact, it would be hardly possible to maintain the cesses on the land, if the tax on trades were abolished. It might be more possible to defend the abolition of the cesses on the land and the maintenance of the tax on trades. But it is needless to discuss such questions. Practically so far as we are now concerned, these taxes on the aricultural and trading classes stand on the same basis.

I need hardly say, after what has been said on former occasions, that the Government can entertain no idea of giving these taxes up, and of sacrificing a million a year of revenue. Even if these taxes were as bad as some think them, a time like the present, when we have to meet the heavy obligations entailed by a serious war, would not be opportune for abandoning them; still less could such a course be approved by those who believe with me, that these taxes are far less objectionable than others that could be named, and that when the time comes for remitting taxes, it is not with these that we ought to begin.

At the same time, the Government desires to make all practicable improvements in the assessment and the administration of the License Acts. It was this desire which led the Government to the conclusion, explained by me to the Council, when the Bill for amending those Acts last came forward, that it was desirable to exempt from liability all persons whose annual earnings are less than Rs. 500 a year. As I formerly said, we expect by this change to exempt from taxaion about a million and three quarters of the smaller traders, and to lose £340,000. The Government still adheres to these conclusions.

Although, when this Bill was last before the Council, I was able to state that there had been great improvement in the financial position

of the Government, I did not then venture to anticipate that the improvement would, when we came to make our estimates for next year, be so considerable as it is now shown to be. It has necessarily obliged the Government to reconsider the question of the propriety of extending taxation to the official and professional classes, and thus making good the greater part of the loss incurred by the exemption of the smallers traders from the License Acts.

Although the main object of the Government in this part of its proposals was a more equitable adjustment of taxation, we felt that it was hardly prudent to give up £340,000 of income without any compensation, and this was one of the reasons assigned for the proposal to tax the officials and professional men. The Government has now had to consider this question :—admitting—as we must do, in the present state of the finances—that we do not absolutely require the £240,000 which the contemplated taxation of these classes would yield, is it now desirable to impose it merely for the purpose of making our system of taxation more theoretically equal, and removing to some extent the reproach, which undoubtedly is true, that certain classes do not at present bear their full share of the public burdens ?

If it had now been possible to attempt the removal of the numerous inequalities and anomalies which are inseparable from any such partial system of taxation as that which now exists, this would have been an object of high importance ; but the mere extension of taxation to the official and professional classes would clearly be no complete solution of such a problem, although it might be a step towards it. On the whole, the Government thinks it better, for the present at any rate, not to press this part of its proposals. We have given up £340,000 from our existing taxes, and we do not ask that any fresh taxation shall be imposed. The amendment of the present law is desirable to carry out the exemption of the lower classes of traders, and for the removal of one or two difficulties which I shall explain later on ; but with these exceptions no change is proposed in the License Acts now in force.

APPENDIX C.

THE FACTORIES BILL.

No. 7092 OF 1879.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, *24th November*, 1879.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copy of a letter from the Secretary to the Government of India, Legislative Department, No. 1194, dated the 15th instant, and of the Bill to regulate labour in Factories, together with the Statement of Objects and Reasons which accompanied it, and to request that you will be so good as to move the Chamber to favour Government with any observations they may wish to make on the Bill.

2. I am at the same time desired to ask that the observations of the Chamber may be forwarded to Government before the 15th December next.—I have, &c.,

C. G. W. MACPHERSON,
Acting Under-Secretary to Government.

No. 1194.

SIMLA, *15th November*, 1879.

From D. FITZPATRICK, Esq., Secretary to the Government of India, Legislative Department, to the CHIEF SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—I am directed to forward herewith 20 copies of the papers, noted on the margin, and to request that His Excellency the Governor in Council will favour the Government of India in this Department with an expression of his opinion on the provisions of the Bill, and with the opinions of such officers as His Excellency in Council may think fit to consult on the subject.

Bill to regulate labour in Factories.
Statement of Objects and Reasons of the above Bill.

2. I am also to request that the Bill and Statement may be published in the *Bombay Government Gazette* in English, and in such other languages as His Excellency in Council may deem proper, and that the dates of such publication may be communicated in your reply.

3. The reply to this letter should be sent in by the 1st January, 1880.—I have, &c.,

D. FITZPATRICK,
Secretary to the Government of India.

THE FACTORIES BILL, 1879.

CONTENTS.

PREAMBLE.

SECTIONS.

1. Short title.
   Commencement.
   Local extent.
2. Interpretation-clause.
3. Inspectors.
4. Age of employment.
5. Hours of employment.
6. No child or young person to be engaged in certain dangerous work.
7. Fencing.
8. Notice to be given of injuries to persons in factories.
9. Penalties.
   Only one penalty for same kind of offence on one day.
   Right to compensation saved.
10. Occupier primarily liable for breaches of provisions of Act.
11. Local Government may make rules.

A Bill to Regulate Labour in Factories.

Preamble. — Whereas it is expedient to regulate labour in Factories ; It is hereby enacted as follows :—

Short title. — 1. This Act may be called "The Factories Act, 1880" :

Commencement. — and it shall come into force at once.

Local extent. — This section applies to the whole of British India ; the other sections of this Act apply only to those parts of British India to which they may, from time to time, be extended by the Local Government, with the previous sanction of the Governor-General in Council, by a notification in the official Gazette.

Interpretation-clause. — 2. In this Act, unless there be something repugnant in the subject or context,—

"Factory" : — "Factory" means any premises in the same occupation, situate in the same town or place, and constituting one trade-establishment in, on or within the precincts of which fifty or more persons are employed in any manual labour exercised by way of trade or for purposes of gain in or incidental to the making any article or part thereof, or the altering, repairing, ornamenting, finishing or otherwise adapting the same for sale ;

and every part of a factory shall be deemed to be a factory, except any part used exclusively as a dwelling :

"child" : — "child" means a child under the age of twelve years :

"young person" : — "young person" means a person between the ages of twelve and sixteen years :

"mill-gearing" includes "mill-gearing." — every shaft, whether upright, oblique or horizontal, and every wheel, drum or pulley, by which the motion of the first moving power is communicated to any machine.

3. The Local Government may, by notification in the official Gazette, appoint such persons as it thinks fit to be Inspectors of Factories for any place or district.

Inspectors.

Such persons shall be deemed public servants within the meaning of the Indian Penal Code.

Such Inspectors may enter any factory whenever any person is employed therein.

4. No person shall be employed in in any factory—

Age of employment.

(*a*) during the first year in which this section applies to the part of British India in which such factory is situate, if he is under the age of seven years;

(*b*) after that year, if he is under the age of eight years.

5. No child shall be employed more than six and no young person more than eight hours in any factory in any one day.

Hours of employment.

6. No occupier of a factory shall allow any child or young person to clean any part of the mill-gearing or machinery of such factory while the same is in motion, or to work between the fixed and traversing parts of any self-acting machine while such machine is in motion by the action of the steam-engine, water-wheel or other mechanical power, as the case may be.

No child or young person to be engaged in certain dangerous work.

7. Every fly-wheel directly connected with a steam-engine or water-wheel or other mechanical power in any part of a factory, and every part of a steam-engine or water-wheel, and every hoist or teagle or other part of the machinery or mill-gearing of a factory which may, in the opinion of the local Inspector of Factories, be dangerous if left unfenced, and near which any child or young person is liable to pass or be employed, shall, while the same is in motion, if such Inspector so requires, be kept by the occupier of such factory securely fenced.

Fencing.

8. Every occupier of a factory, or, in his absence, his principal agent in the management of such factory, shall send such notice of injuries occurring to persons therein to such authorities and within such time as the Local Government may, from time to time, by rule direct.

Notice to be given of injuries to persons in factories.

9. Any person who, in breach of this Act,—

Penalties.

(*a*) employs any child or young person in any factory;

(*b*) allows any child or young person to perform the work forbidden by, or to work in contravention of, section six;

(*c*) neglects to securely fence any machinery or mill-gearing in any factory; or

(*d*) neglects to give notice of any injury,

shall be liable to a fine not exceeding two hundred rupees:

Provided that no such person shall be liable to more than one penalty for any one description of offence committed on the same day:

Only one penalty for same kind of offence on one day.

Provided also that nothing in this Act shall affect the right of any person injured by any breach of the Provisions of this Act to obtain compensation therefor according to law.

Right to compensation saved.

10. Every occupier of a factory shall be deemed primarily liable for any breach therein of the provisions of this Act; but he may discharge himself from liability by proof to the satisfaction of the local Inspector of Factories, before prosecution therefor, that such breach was committed by some other person without his knowledge or consent; and the person committing such breach shall be liable therefor.

Occupier primarily liable for breaches of provisions of Act.

11. The Local Government may, from time to time, make rules consistent with this Act to provide, with respect to factories under this Act, for—

Local Government may make rules.

(*a*) the fencing of machinery;
(*b*) inspection;
(*c*) the notices to be given by occupiers or agents of factories of injuries occurring therein;
(*d*) otherwise carrying out the provisions of this Act.

Such rules shall be published in the official Gazette, and shall thereupon have the force of law.

STATEMENT OF OBJECTS AND REASONS.

The subject of the regulation of labour in factories has been for a long time under discussion, and there has been much difference of opinion regarding it. The Governor General in Council, having now considered the different views that have been put forward and the various suggestions that have been made, has come to the conclusion that the legislation to be undertaken at present should be restricted to the following points, namely:—

1*st*—The determination of the age at which children may be employed;

2*nd*—The limitation of the hours of labour for children and young persons;

3*rd*—The prohibition of the employment of children and young persons on certain dangerous work;

4*th*—The fencing of dangerous machinery;

5*th*—The reporting of accidents, and,

6*th*—The appointment of Government inspectors.

The present Bill has been prepared on these lines, and will apply only to those parts of British India to which it may be extended by the Local Governments, with the previous sanction of the Governor General in Council.

B. W. COLVIN.

The 13th October, 1879.

THE FACTORIES BILL, 1879.

On receiving from Government the Bill to regulate labour in Factories, now before the Legislative Council of the Governor General, with a request that Government might be favoured with any observations which the Chamber might wish to make on the Bill, a Special

Committee—consisting of the following members, namely, the Hon'ble M. Mowat, Messrs. F. Mathew, E. Comber, L. R. W. Forrest, F. Vouillon, J. Janni, James N. Graham, Dinshaw Manockjee Petit, the Hon'ble Morarjee Goculdas, Messrs. James Greaves, S. Solomon, and J. Hector—were appointed to consider the Bill.

A Meeting of the Special Committee, duly convened, assembled in the rooms of the Chamber on Tuesday the 2nd of December, 1879, at 4 o'clock p.m.

MEMBERS PRESENT:

Hon'ble M. MOWAT, *Chairman.*	Hon'ble MORARJEE GOCULDAS.
E. COMBER, Esq.	J. GREAVES, Esq.
DINSHAW MANOCKJEE PETIT, Esq.	S. SOLOMON, Esq.

THE SECRETARY.

At this Meeting, the whole of the provisions of the Bill were considered.

REPORT OF THE SPECIAL COMMITTEE.

Before proceeding with the consideration of the provisions of the Bill, the Committee had under discussion the subject of the system of labour in the Cotton Mills of this Presidency, and a majority came to the conclusion that the introduction of a Factory Act with the object of regulating the hours of labour was unnecessary.

In the Statement of Objects and Reasons, however, the Governor General in Council promulgates that there has been much difference of opinion in regard to the regulation of labour in factories, and should he finally determine to carry the measure through, your Committee recommend that the following alterations be made in the provisions of the Bill.

Section 1.—Your Committee recommend that the permissive character of the Bill be removed, and that it be made applicable to the whole of British India; they also suggest that the Government of India should request the Governments of Native States, where Cotton Factories have been established, such as Hyderabad and Indore, to introduce into their respective territories similar enactments, in order that such factories, which compete with the Bombay Mills, may have no protective advantage.

Section 2, *para.* 2.—Your Committee consider that the interpretation of the word "factory" is too vague, and that for the purposes of the Act the definition should extend only to factories or other concerns driven by steam or water power.

Section 2, *para.* 4.—Your Committee recommend that the words "'young person' means a person between the ages of twelve and sixteen years," in the 3rd, 4th, and 5th lines of this paragraph, be omitted, and that the words "young person," wherever they appear in the Bill, be deleted. In recommending that the definition of a young person be omitted, your Committee consider it undesirable to make the Act applicable to persons above the age of twelve years, because young persons come to maturity at a much earlier age in this country than at home.

Section 3.—Your Committee recommend that the greatest care be exercised in appointing persons of character to fill the posts of Inspectors of Factories, as the proper administration of the Act will entirely depend upon them, and it is of great importance that the Act should not be worked in an oppressive manner. They also suggest that the Inspectors of Factories should, in Bombay, be placed under the

Municipal Health Officer, and, in the Mofussil, under the Sanitary Commissioner.

Section 5.—Your Committee recommend that the words "six, and no young person more than eight," in the 1st, 2nd, and 3rd lines of this section, be omitted, and the word "seven" substituted. The section will then run thus :—

"5. No child shall be employed more than seven hours in any factory in any one day."

Your Committee have been induced to recommend the alteration in the hours of employment of children from six to seven hours from the consideration that, if the limitation is fixed at six hours, the children may go for employment from one factory to another without detection, and so defeat the object of the Act.

With regard to the remainder of the words which they recommend should be omitted, namely, "and no young person more than eight," your Committee have already expressed their opinion under section 2, para. 4, that the Act should not apply to persons above the age of twelve.

Section 6.— For the reason stated under section 2, para. 4, your Committee recommend that the words "or young person" in the second line of this section be omitted.

Section 7.—Your Committee recommend that the words "child or young" in the ninth and tenth lines of this section be omitted, and the word "person" substituted.

Section 9, *paras.* (*a*) and (*b*).—For the reason stated in section 2, para. 4, your Committee recommend that the words "or young person" in each of these paragraphs be omitted.

Section 10.—Your Committee suggest that, with the view of removing any doubts as to the intention of the Legislature, after the word "occupier," in the first line of this section, the words "or authorised agent or manager in charge of a factory for the time being" be inserted, and that the words "of a factory" in the same line be omitted. The section will then read thus :—

"10. Every occupier or authorised agent or manager in charge of a factory for the time being shall be deemed primarily liable for any breach therein of the provisions of this Act," &c.

Section 11.—Your Committee recommend that, before the rules referred to in this section are adopted by the Local Government, they be submitted to the Chamber for its opinion.

In conclusion, your Committee desire to add that the Bill has been referred to the Select Committee of the Legislative Council of the Governor General, and to recommend that, should any additions or changes be at any time made in the Bill as it now stands, they be submitted to the Chamber, and that Government be respectfully requested to favour the Chamber with the report of the Select Committee on the Bill as soon as practicable after the report has been issued.

M. MOWAT.
E. COMBER.
DINSHAW MANOCKJEE PETIT.
MORARJEE GOCULDAS.
JAMES GREAVES.

Bombay, 2nd Dec., 1879.

Abridgment of the Proceedings of the Adjourned Special General Meeting of the Chamber of Commerce held on the 11th December, 1880, to receive, inter alia, the Report of the Special Committee on the proposed Factory Act.

Mr. Greaves moved the adoption of the Report of the Special Committee.

Mr. Nanabhoy Byramjee Jeejeebhoy seconded the motion.

Mr. Dinshaw Maneckjee Petit supported the motion, remarking that he entirely agreed with what Mr. Nanabhoy had said.

Mr. Hector moved as an amendment that this Chamber approves of the introduction of regulations for the protection of children employed in factories.

Mr. Graham seconded the amendment, which, on being put to the Meeting, was carried by 11 votes to 4.

Mr. Hector said he entirely approved of putting all children into one class, and he thought this arrangement would answer much better than if they were divided into "children" and "young persons." He proposed, therefore, that in Section 2, para. 4 of the Bill, a child and a young person be defined to be a person under the age of 13 years.

Mr. Curjel seconded the motion, which was, however, rejected by 6 votes to 4.

Mr. Hector proposed that the following provision be added to the Bill :—

"In every working day of 12 hours or more, not less than one hour shall be allowed for a meal, either at one time or at different times."

Mr. Cornforth seconded the resolution, which was carried by 8 votes against 5.

Mr. Hector proposed that the following provision be added to the Bill :—

"That Mills shall work six days only in every seven days."

Mr. Mackay seconded the proposition, which was carried by 8 votes against 5.

To the UNDER-SECRETARY to GOVERNMENT, Judicial Department.

SIR,—I am directed to acknowledge the receipt of your letter No. 7092, of the 24th ultimo, enclosing a copy of the Bill to regulate labour in Factories, together with the Statement of Objects and Reasons which accompanied it, and requesting that Government may be favoured with any observations which the Chamber may wish to make on the Bill.

The Chamber—having referred the Bill to the consideration of a Special Committee—has now the honour to submit the following observations on the Bill.

The Chamber approves of the introduction of regulations for the protection of children employed in factories.

In the Statement of Objects and Reasons the Governor General in Council promulgates that there has been much difference of opinion in regard to the regulation of labour

in factories, but should he finally determine to carry the measure through, the Chamber recommends that the following alterations be made in the provisions of the Bill.

Section 1.—The Chamber recommends that the permissive character of the Bill be removed, and that it be made applicable to the whole of British India; it also suggests that the Government of India should request the Governments of Native States, where cotton factories have been established, such as Hyderabad and Indore, to introduce into their respective territories similar enactments, in order that such factories, which compete with the Bombay mills, may have no protective advantage.

Section 2, *para.* 2.—The Chamber considers that the interpretation of the word "factory" is too vague, and that for the purposes of the Act the definition should extend only to factories or other concerns driven by steam or water power.

Section 2, *para.* 4.—The Chamber recommends that the words "'young person' means a person between the ages of twelve and sixteen years," in the 3rd, 4th, and 5th lines of this paragraph, be omitted, and that the words "young person," wherever they appear in the Bill, be deleted. In recommending that the definition of a young person be omitted, the Chamber considers it undesirable to make the Act applicable to persons above the age of 12 years, because young persons come to maturity at a much earlier age in this country than at home.

Section 3.—The Chamber recommends that the greatest care be exercised in appointing persons of character to fill the posts of Inspectors of Factories, as the proper administration of the Act will entirely depend upon them, and it is of great importance that the Act should not be worked in an oppressive manner. It also suggests that the Inspectors of Factories should, in Bombay, be placed under the Municipal Health Officer, and, in the Mofussil, under the Sanitary Commissioner.

Section 5.—The Chamber recommends that the words "six, and no young person more than eight," in the 1st, 2nd, and 3rd lines of this section, be omitted, and the word "seven" substituted. The section will then run thus:—

> "5. No child shall be employed more than seven hours in any factory in any one day."

The Chamber has been induced to recommend the alteration in the hours of employment of children from six to

seven hours from the consideration that, if the limitation is fixed at six hours, the children may go for employment from one factory to another without detection, and so defeat the object of the Act.

With regard to the remainder of the words which it recommends should be omitted, namely, "and no young person more than eight," the Chamber has already expressed its opinion under section 2, para. 4, that the Act should not apply to persons above the age of twelve.

Section 6.—For the reason stated under section 2, para. 4, the Chamber recommends that the words "or young person" in the second line of this section be omitted.

Section 7.—The Chamber recommends that the words "child or young" in the ninth and tenth lines of this section be omitted, and the word "person" substituted.

Section 9, *paras.* (*a*) and (*b*).—For the reason stated in section 2, para. 4, the Chamber recommends that the words "or young person" in each of these paragraphs be omitted.

Section 10.—The Chamber suggests that, with the view of removing any doubts as to the intention of the Legislature, after the word "occupier," in the first line of this section, the words "or authorised agent or manager in charge of a factory for the time being" be inserted, and that the words "of a factory" in the same line be omitted. The section will then read thus:—

> "10. Every occupier or authorised agent or manager in charge of a factory for the time being shall be deemed primarily liable for any breach therein of the provisions of this Act," &c.

Section 11.—The Chamber recommends that, before the rules referred to in this section are adopted by the Local Government, they be submitted to the Chamber for its opinion.

These are the views which occur to the Chamber on the Bill as it now stands, but the Chamber respectfully recommends that the following provisions be added to the Bill, viz.:—

> (*a*) In every working day of 12 hours or more, not less than one hour shall be allowed for a meal, either at one time or at different times.
>
> (*b*) The Mills shall work six days only in every seven days.

I have, &c.,

M. MOWAT, Chairman.

J. GORDON, Secretary.

Chamber of Commerce, Bombay, 31st Dec., 1879.

No. 3194 OF 1880.

JUDICIAL DEPARTMENT,

BOMBAY CASTLE, *6th May*, 1880.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copy of a letter from the Secretary to the Government of India, Legislative Department, No. 452, dated the 24th ultimo, and of the Bill (No. II.) to regulate labour in Factories, together with the Select Committee's Report which accompanied it, and to request that you will be so good as to move the Chamber to favour Government with any observations they may wish to make on the Bill.

2. I am at the same time desired to ask that the observations of the Chamber may be forwarded to Government before the 15th June next.—I have, &c.,

C. G. W. MACPHERSON,
Acting Under-Secretary to Govt.

No. 452.

SIMLA, *24th April*, 1880.

From D. FITZPATRICK, Esq., Secretary to the Government of India, Legislative Department, to the CHIEF SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—I am directed to forward herewith 20 copies of the papers, noted in the margin, and to request that His Excellency the Governor in Council will favour the Government of India in this Department with an expression of his opinion on the provisions of the Bill, and with the opinions of such selected officers as His Excellency in Council may think fit to consult on the subject.

Bill (No. II.) to regulate labour in Factories.
Report of Select Committee on the above Bill.

2. I am to request that the Bill and Report may be published in the *Bombay Government Gazette* in English and in such other languages as His Excellency in Council may deem proper, and that the dates of such publication may be communicated in your reply.

3. The reply to this letter should be sent in by 1st July next.—I have, &c.

D. FITZPATRICK,
Secy. to the Govt. of India.

(True Copy.)
MUKUNDRAO MANT,
Actg. Superintendent.

No. II.

A Bill to Regulate Labour in Factories.

Preamble. Whereas it is expedient to regulate labour in factories; It is hereby enacted as follows:—

Preliminary.

Short title. 1. This Act may be called "The Indian Factories Act, 1880."

Local extent. It applies to the whole of British India.

Interpretation-clause. 2. In this Act, unless there is something repugnant in the subject or context,—

"factory." "factory" means any premises wherein is carried on, for not less than four months in the whole in any one year, any process for, or incidental to, making, altering, repairing, ornamenting, finishing or otherwise adapting for use any article or part of an article ; and

(*a*) wherein steam, water or other mechanical power is used in aid of any such process ; and

(*b*) wherein not less than one hundred persons are on any day simultaneously employed in any manual labour in, or incidental to, any such process ; and

every part of a factory shall be deemed to be a factory, except any part used exclusively as a dwelling :

"child." "child" means a person under the age of fourteen years :

"mill-gearing." "mill-gearing" includes every shaft, whether upright, oblique or horizontal, and every wheel, drum, pulley, rope, driving strap or band, by which the motion of the first moving power is communicated to any machine :

"Employed." A child who works in a factory, whether for wages or not, either in a manufacturing process or handicraft, or in cleaning any part of the factory used for any manufacturing process or handicraft, or in cleaning or oiling any part of the machinery, or in any other kind of work whatsoever incidental to, or connected with, the manufacturing process or handicraft, or connected with the article made or otherwise the subject of the manufacturing process or handicraft therein, shall be deemed to be employed therein within the meaning of this Act.

Inspectors and Certifying Surgeons.

Inspectors. 3. The Local Government shall, by notification in the official Gazette, appoint such persons as it thinks fit to be Inspectors of factories within such local limits as it may assign to such Inspectors, and may suspend or dismiss any person so appointed.

In default of such appointment, the Magistrate of the district shall in virtue of his office, be Inspector of all factories (if any) in the District.

Such Inspectors shall be deemed public servants within the meaning of the Indian Penal Code ; and shall be officially subordinate to such authority as the Local Government may, from time to time, indicate in this behalf.

Powers of Inspectors. 4. An Inspector of Factories may within the local limits for which he is appointed—

(*a*) enter, with such assistants (if any) as he thinks fit, any factory whenever he has reason to believe that any person is employed therein ;

(*b*) make such examination of the premises and machinery and of the registers hereinafter prescribed, and take on the spot or other-

wise such evidence of any person as such Inspector may deem necessary for carrying out the provisions of this Act ;

(c) order that any person shall not be employed in a factory when he has reason to believe that such employment would be in contravention of this Act—

until the age of such person has been certified, in the manner hereinafter provided, to be above eight years ; or

for more than the time allowed by this Act for the employment of children until his age has been so certified to be above fourteen years.

Certifying surgeons.

5. The Civil Surgeon or such other person practising medicine or surgery as the Local Government may, from time to time, appoint in this behalf for any local area (hereinafter called the certifying surgeon) shall, at the request of any person employed or desirous of being employed in a factory situate in such local area, or of the parent or guardian of such person, examine such person and grant him a certificate, stating whether his age, as nearly as it can be ascertained from such examination, is above or below eight years, or fourteen years, as the case may be.

Children.

Age of employment.

6. No child shall be employed in any factory ; if he is under the age of eight years.

Hours of employment for children.

7. No child shall be actually employed in any factory more than nine hours in any one day.

And no child shall be employed in any factory on any day without an interval or intervals amounting in the whole to at least an hour being allowed to him for food and rest.

The times at which such intervals shall be allowed and the length of each interval shall be fixed by the Local Government for each factory, after ascertaining, as far as possible, the existing practice in such factory, and the wishes of the occupier thereof.

The occupier shall set up and maintain, in some conspicuous place in the factory, a printed or written notice in English and the languages of the District in which the factory is situate showing the times at which such intervals shall be allowed and the length of each interval.

A child shall not be deemed to be employed within the meaning of the first clause of this section during any interval allowed for food or rest.

Child to be allowed holidays.

8. Every occupier of a factory in which children are employed shall, before the beginning of each month, fix not less than four days in such month on which no child shall be employed in such factory, and shall forthwith give notice of the day so fixed to such officer as the Local Government may, from time to time, appoint in this behalf.

An occupier of a factory may, with the previous sanction of the Inspector, substitute for any day fixed under this section another day in the same month.

No child shall be employed in such factory on a day fixed under this section, unless when another day has been substituted for such day

as hereinbefore provided, in which event no child shall be employed in such factory on the day so substituted.

Not to be employed in two factories on same day.

9. No occupier of a factory shall employ therein on any day any child who has to his knowledge already been employed on the same day in any other factory.

Not to be engaged in certain dangerous work.

10. No occupier of a factory shall allow any child to clean any part of the mill-gearing or machinery of such factory while the same is in motion, or to work between the fixed and traversing parts of any self-acting machine while such machine is in motion by the action of the steam-engine, water-wheel or other mechanical power, as the case may be.

Register of children in a factory.

11. The Local Government may direct any occupier of a factory to keep in such form and with such particulars as such Government may, from time to time, prescribe, registers of the children (if any) employed in such factory, and of their respective employments.

Fencing.

Fencing.

12. (*a*) Every fly-wheel directly connected with a steam-engine, or water-wheel or other mechanical power in any part of a factory, and every part of a steam-engine or water-wheel,

(*b*) every hoist or teagle near which any person is liable to pass or be employed, and

(*c*) every other part of the machinery or mill-gearing of a factory which may, in the opinion of the local Inspector, be dangerous if left unfenced, and which he may have order to be fenced,

shall, while the same is in motion, be kept by the occupier of such factory securely fenced.

Any order under clause (*c*) may be set aside, on appeal or otherwise, by the Local Government or such authority as it may appoint in this behalf.

Notices.

Notice to be given of injuries to persons in factories.

13. When any accident occurs in a factory causing death or bodily injury whereby the person injured is prevented from returning to his work in the factory during forty-eight hours after the occurrence of the accident, the occupier of such factory, or, in his absence, his principal agent in the management of such factory, shall send such notice of such accident to such authorities in such form and within such time as the Local Government may, from time to time, by rule, direct.

Person beginning to occupy factory to give notice.

14. Every person shall, within one month after he begins to occupy a factory, send to the local Inspector a written notice containing the name of the factory, the place where it is situate, the address to which he desires his letters to be addressed, the nature of the work performed in such factory, the nature and amount of the moving power therein, and the name of the person (if any) under whom the business of the factory is to be carried on.

Penalties.

Penalties.

15. Any person who, in breach of this Act, or of any order or rule made hereunder—

(*a*) employs any child in any factory ;

(*b*) neglects to set up or maintain the notice required by section seven or to fix the days referred to in section eight ;

(*c*) allows any child to perform the work forbidden by, or to work in contravention of, section ten ;

(*d*) neglects to keep a register in manner prescribed under section eleven ;

(*e*) neglects to fence any machinery or mill-gearing in any factory ; or

(*f*) neglects to give any notice,

shall be punished with fine which may extend to two hundred rupees :

Provided that—

1*st*, no prosecution under this section shall be instituted except by, or with the previous sanction of, the local Inspector ; and

2*nd*, no person shall be liable under this section to more than one penalty for any one description of offence commited on the same day, except where two or more children are employed contrary to the provisions of this Act, in which case one penalty may be imposed in respect of each child so employed.

Only one penalty for same kind of offence on one day.

Burden of proof as to age.

16. Where an act or omission would, if a person were under eight or fourteen years of age, be an offence punishable under this Act and such person is, in the opinion of the Court, apparently under such age, it shall lie on the accused to prove that such person is not under such age.

Certifying Surgeon's declaration in writing admissible.

A declaration in writing by a certifying Surgeon that he has personally examined a person employed in a factory, and believes him to be under the age set forth in such declaration, shall, for the purposes of this Act, be admissible as evidence of the age of that person.

Occupier primarily liable for breaches of provisions of Act.

17. Every occupier of a factory shall be deemed primarily liable for any breach therein of the provisions of this Act ; but he may discharge himself from such liability by proof to the satisfaction of the local Inspector before prosecution therefor that such breach was committed by some other person without his knowledge or consent ; and the person committing such breach shall be liable therefor.

Miscellaneous.

Local Government may make rules.

18. The Local Government may, from time to time, make rules consistent with this Act to provide, for—

(*a*) the fencing of machinery and mill-gearing in factories ;

(*b*) the inspection of factories ;

(*c*) the manner in which appeals under this Act shall be presented and heard ; and

(*d*) otherwise carrying out the provisions of this Act.

Such rules shall be published in the official Gazette, and shall thereupon have the force of law.

Crown factories.

19. This Act shall apply to factories belonging to the Crown; provided that, in case of any public emergency, the Governor General in Council or the Local Government may, by an order in writing, exempt any such factory from this Act to such extent and during such period as the Governor General in Council or the Local Government, as the case may be, thinks fit.

LEGISLATIVE DEPARTMENT.

We, the undersigned members of the Select Committee to which the Bill to regulate labour in Factories was referred, have the honour to report that we have considered the Bill and the papers noted in the margin.

From Secretary to Government, Punjab, No. 4347, dated 3rd December, 1879, and enclosure [Papers No. 1].
From Secretary to Government, North-Western Provinces and Oudh, No. 126B., dated 16th December, 1879 [Paper No. 2].
From Department of Finance and Commerce, No. 1938, dated 26th December, 1879 [Paper No. 3].
From Secretary for Berar, to Resident, Hyderabad, No. 25, dated 25th December, 1879 [Paper No. 4].
From Home, Revenue and Agricultural Department, No. 3, dated 3rd January, 1880 [Paper No. 5].
From Secretary to Chief Commissioner, Assam, No. 2329, dated 29th December, 1879 [Paper No. 6].
From Department of Public Works, No. 34G., dated 5th January, 1880 [Paper No. 7].
Endorsement by Department of Finance and Commerce, dated 17th January, 1880, and enclosure [Papers No. 8].
From Secretary to Government, Bengal, No. 6, dated 8th January, 1880, and enclosures [Papers No. 9].
From Secretary to Chief Commissioner, Coorg, No. 964—3, dated 3rd January, 1880, and enclosure [Papers No. 10].
From Acting Secretary to Government, Bombay, No. 3587, dated 31st December, 1879, and enclosures [Papers No. 11].
From Officiating Secretary to Chief Commissioner, Central Provinces, No. 97, dated 8th January, 1880, and enclosure [Papers No. 12].
From Secretary to Chief Commissioner, Mysore, No. 6690—120, dated 22nd December, 1879, and enclosures [Papers No. 13].
From Acting Chief Secretary to Government, Madras, No. 3264, dated 23rd December, 1879, and enclosures [Papers No. 14].
From Acting Chief Secretary to Government, Madras, No. 60, dated 10th January, 1880, and enclosures [Papers No. 15].
From Acting Chief Secretary to Government, Bombay, No. 451, dated 22nd January, 1880, and enclosures [Papers No. 16].
From Junior Secretary to Chief Commissioner, British Burma, No. 486 15/13, dated 23rd January, 1880, and enclosures [Papers No. 17].
From Acting Under-Secretary to Government, Bombay, No. 537, dated 26th January, 1880. and enclosures [Papers No. 18].
Note by Hon'ble T. C. Hope, dated 23rd January, 1880, [Paper No. 19].
From Bombay Millowners Association, to Under-Secretary to Government, Bombay, Legislative Department, dated 23rd February, 1880 [Paper No. 20].

2. The Bill as introduced applied only to those parts of the country to which it might, from time to time, be extended by the Local Government. We have now amended it so that it will apply at once throughout British India.

We believe that the change thus made is in reality of less importance than it might at first sight appear. The power conferred by the original Bill would undoubtedly have been exercised by the Government of Bombay, which has throughout advocated a more stringent measure than the present, and it is difficult to believe that, when the industries of the Bombay Presidency had once been placed under restriction, the factories in other Provinces would have

been allowed for any time to enjoy a protective exemption from the provisions of the Act.

However this may be, we think that it would be unjust and would, moreover, tend to interfere with the natural development of manufacturing enterprise in India if we were to allow the factories of one Province to be subjected to restrictions from which those of another were exempt.

It cannot, in our opinion, be contended that the moderate restrictions imposed by the Bill as now amended go beyond what is needed in any part of the country.

3. We have limited the definition of "factory" especially by confining it to establishments where steam, water, or some other mechanical power is used, and where not less than one hundred persons are employed.

4. On the other hand, we have (section 19) expressly provided that the Bill shall extend to factories belonging to the Crown which would probably, in the absence of any such express provision, have been held to be exempt from its operation. The only concession we propose in favour of such factories is that, in the case of any public emergency, they may be exempted from the provisions of the Act. In this we have followed the English factory law.

5. In the provisions restricting the hours of labour we have made some important changes. The Bill has introduced distinguished two classes of persons, namely, "children" (*i.e.*, persons under twelve years of age) and "young persons" (*i.e.*, persons between the ages of twelve and sixteen), and enacted that the former should not be employed more than six and the latter more than eight hours a day. But as reasons have been shown, to our satisfaction, for making no distinction in respect of the hours of labour between children and young persons, there is no object in retaining this division into two classes.

The Bill, therefore, as now amended by us, deals with only one class, namely, "children," which it defines as persons under the age of fourteen years. The minimum age of employment we have (section 6) maintained at eight years, and we have omitted the clause which permitted the employment of children of seven years during the year following the passing of the Bill, as it has been represented to us that the number of children between the ages of seven and eight at present employed is so insignificant that no such relaxation of the rule is called for. As to children between the ages of eight and fourteen, the Bill admits of their being employed for nine hours a day (section 7), but requires (section 8) that they be allowed four holidays in the month.

6. It further provides for another matter on which the Bill as introduced was silent, namely, the length of the "spell" of work as it is commonly called, and the intervals to be allowed for rest and meals; but, as this is a matter in the regulation of which regard must be paid to the peculiar habits of the people and the various modes of working factories in different parts of the country, we have confined overselves to providing (section 7) that no child shall be employed on any day without intervals of relaxation amounting in the whole to at least an hour, and we have left it to the Local Governments to determine, with regard to existing practice and the wishes of the employers, at what times of the day such intervals should be allowed.

7. The only other alterations in the main provisions of the Bill to which we deem it necessary to refer will be found in section 12, where we have brought the rules as to fencing somewhat more into conformity with the English law, and in section 13, where we have restricted the obligation to report accidents to cases in which a person is so injured as to be unable to return to his work for forty-eight hours.

8. We have made several other amendments in, and additions to, the Bill; but as they relate to mere subsidiary matters, or amount only to improvements in drafting, they may be more briefly dismissed. Thus, in section 4, we have authorized the Inspector to make such inquiries as may be necessary for the purposes of the Act, and to forbid the employment, or the employment as an adult, of any person who appears to be under the proper age until a certificate of age from a medical officer has been procured.

9. Again, we have (in section 11) empowered the Local Government to require the occupier of a factory to keep up, for the information of the Inspector, registers of the children employed in such factory. We do not suppose that this power will often be exercised, but it will afford a useful check in cases where there is reason to suspect that the Act is being infringed.

10. In section 14 we have required any person coming into occupation of a factory to send to the Inspector a notice stating the nature of the work to be performed, the moving power to be employed and certain other particulars.

11. Lastly, in order to avoid the difficulty which many of the authorities consulted anticipate in determining the age of a child, we have introduced, in section 16, two rules of evidence, the former of which throws the burthen of proof on the occupier of the factory where the child is, in the opinion of the Court, apparently under age, and the latter of which makes a certificate of age granted by a medical officer admissible in evidence.

12. The publication ordered by the Council has been made; and we recommend that the Bill as amended be passed, but should, before being passed, be published in the *Gazette of India*.

B. W. COLVIN.
A. J. ARBUTHNOT.
WHITLEY STOKES.
RIVERS THOMPSON.
JOTINDRA MOHAN TAGORE.*
CHARLES GRANT.
E. C. MORGAN.†
H. J. REYNOLDS.‡

The 28th February, 1880.

I concur in the Report and Bill, except paragraph 6 of the former and section 7 of the latter. I think that nine hours should be the authorised period of employment, including an aggregate of one hour's intervals for rest and recreation, and that the operatives should be left free to obtain these from the millowners at such times as may be mutually convenient, subject only to the restriction (contained in the English Act) against more than 4½ hours' continuous work without an interval of a least half an hour. This course would be in general conformity with the Bombay Commission of 1875, Mr. Sorabji Ben-

gali's draft Bill, the views of the Bombay Government and the practice of many mills at Calcutta, and would be accepted (if I rightly understand their letter) by the Millowners' Association at Bombay.

T. C. HOPE.

The 2nd March, 1880.

* I OBJECT to the permissive character of the Bill being altered; I sign the report with reservation.

JOTINDRA MOHAN TAGORE.

† DISSENTING from paragraph 2.

E. C. MORGAN.

‡ DISSENTING from the last clause of paragraph 2 and from paragraphs 5 and 12.

H. J. REYNOLDS.

CHAMBER OF COMMERCE, BOMBAY, 14*th August*, 1880.

To the UNDER-SECRETARY to GOVERNMENT, Judicial Department.

SIR,—I am directed to acknowledge the receipt of your letter No. 3194 of the 6th May last, forwarding copies of a letter from the Government of India, Legislative Department, No. 452, dated 24th April, and of the Bill No. II. of 1880 to regulate labour in Factories, together with the Select Committee's Report which accompanied it, and requesting that Government may be favoured with any observations which the Chamber may wish to make on the provisions of the Bill.

The Factories Bill, 1879, which was discussed by the Chamber on the 11th December last, has, after reference to the Select Committee of the Legislative Council of the Governor General, been withdrawn, and the present Bill, which is now submitted for the opinion of the Chamber, substituted for it. The main features of the new Bill consist of the following changes:—

(*a*) The Bill is made applicable to the whole of British India.

(*b*) The distinction between two classes of persons, namely, "children" (*i.e.*, persons under 12 years of age) and "young persons" (*i.e.*, persons between the age of 12 and 16), has been abandoned, and the amended Bill deals with one class only, namely, "children," which it defines as persons under the age of 14 years.

(*c*) The minimum age of employment is fixed at 8 years.

(*d*) The Bill admits of children between the ages of 8 and 14 years being employed for ten hours a day, including one hour for relaxation, but requires that they be allowed four holidays in the month.

The Chamber desires to express its satisfaction that the clause in the Bill of 1879 which proposed to make the Bill applicable only to those parts of the country to which it might from time to time be extended by the local Government has been removed, and that the Bill as now amended will apply throughout British India. The Select Committee of the Council of the Governor General say that they think that it would be unjust, and would, moreover, tend to interfere with the natural development of manufacturing enterprise in India, if the factories of one province were allowed to be subjected to restrictions from which those of another were exempt; and in this opinion the Chamber thoroughly concurs.

The Chamber, having carefully considered the provisions of this amended Bill, has now the honour to report upon those sections of the Bill which, in its opinion, should be altered or amended.

Section 2, *para.* (*b*).—The Chamber recommends that Cotton Ginning and Cotton Pressing Factories be exempted from the Act. The work of a Ginning Factory is confined to four months in the year, as it is impossible to gin in damp weather: the work of a Cotton Pressing Factory is practically limited to about six months in the year; and in the short period during which these factories are worked, it is of great importance to the cotton trade, which is subjected to keen competition from other countries, that cotton ginned and pressed should be hurried on to the port and shipped before the break of the S. W. Monsoon, while the hands employed in these operations have generally no other means of subsistence than the wages earned by them while the factories are worked.

The Chamber further strongly recommends that the word "child" in this paragraph should mean a person under the age of ten years, and that the word "ten" should be substituted for "fourten" wherever it appears in the Bill. In its report on the first Bill introduced in 1879, the Chamber

considered it undesirable to make the Act applicable to persons above the age of twelve years, because of the early age at which young persons come to maturity in this country; but, with fuller information, and considering the experimental nature of the Act, the Chamber makes the recommendation that the age should be reduced to ten years (which might hereafter be raised if found desirable), so that the least possible disturbance should be caused to the mill-owning industry; and a clause might be introduced into the Bill providing that the certifying Surgeon shall periodically visit each mill, and certify, free of charge, in the register to be kept by the mill, that all the children are physically fit for the work. At the same time he might grant certificates to any children desirous of being employed in the mill.

Section 3.—The Chamber, in its Report on the Bill of 1879, recommended that the greatest care be exercised in appointing persons of character to fill the posts of Inspectors of Factories, as the proper administration of the Act would entirely depend upon them, and it was of great importance that the Act should not be worked in an oppressive manner. The Chamber desires to again strongly urge this recommendation on Government, and to add that the Act, if injudiciously or improperly carried out, will be worse than useless.

Section 4, *para.* (*c*), *sub-para.* 2.—For the reasons above stated, the Chamber recommends that the word "ten" be substituted for "fourteen" in the last line of this paragraph.

For the reasons above given, it recommends that the word "fourteen," being the seventh last word of this paragraph, be deleted, and the word "ten" substituted.

Section 7, *para.* 1.—The Chamber makes no special objertion to this clause, but it is obvious that if the maximum age of children employed were fixed at fourteen or even twelve years, every factory which employs mixed hands, *i.e.*, children and adults, must necessarily stop working when the children "knock off." It is for this reason that the Chamber has recommended the substitution of ten years instead of fourteen.

Section 7, *para* 3.—The Chamber recommends that this paragraph be altered as follows :—

> "The times at which such intervals shall be allowed, and the length of each interval, shall be fixed

by the owner of each factory, who shall communicate the same to the Local Government for its confirmation."

Section 8.—The Chamber recommends that the first paragraph of this section be altered as follows:—

"Every child employed in a factory shall be allowed four holidays, at reasonable intervals, in every month, and the occupier of such factory shall forthwith give notice of the days fixed for such holidays to such officer as the Local Government may from time to time appoint in this behalf. But the occupier of the factory shall not thereby be prevented from working the factory on any of such holidays by relays of the children employed in the factory, or by the employment of other children, subject always to the provisions of this Act."

As these regulations are intended only for the protection of children, it would be a great hardship on the owner or occupier of a factory if he were prevented from working his factory at any time, so long as the intention of the Legislature is not defeated.

Section 8, *para.* 2.—The Chamber recommends that the words "with the previous sanction of," in the first and second lines of this paragraph, be deleted, and the words "by giving notice to" be substituted. The paragraph would then read thus:—"An occupier of a factory may, by giving notice to the Inspector, substitute," &c.

Section 8, *para.* 3.—The Chamber recommends that this paragraph be omitted, as being unnecessary.

Section 12.—The powers vested by this section in the discretion of the Inspector are capable of great abuse, and might be the means of inflicting great hardship and injury on the owners of factories. It is therefore of the utmost importance that the Inspectors should be men of high character and standing, and the Chamber desires to draw the special attention of Government to its remarks under Section 3 of this Bill.

Section 16.—The Chamber recommends that, for the reasons already stated, the word "fourteen" in this paragraph be deleted, and the word "ten" substituted.

With regard to this section, the suggestions made under Section 2 would, if adopted, render the rules of evidence

referred to in Section 16 unnecessary,—a result all the more desirable seeing the great, if not insurmountable, difficulty of ascertaining the ages of the children, and the unfairness of throwing the burden of proof on the occupier of the factory.

Section 17.—The Chamber recommends that the words "to the satisfaction of the local Inspector before prosecution therefor," in the 7th and 8th lines of this paragraph, be omitted.

Section 18.—The Chamber recommends that the rules referred to in this section be submitted by the Local Government for the approval of the Chamber before they are published. With regard, however, to para. (*c*) of this section, the Chamber desires specially to suggest that an Appeal Court should consist of five persons, of whom two at least should be representatives of the cotton spinning and weaving industry.

With these exceptions, the Chamber approves of the provisions of the Bill.

In conclusion, I am directed also to forward herewith the proceedings of the General Meeting of the Chamber at which the Factories Bill No. II. of 1880 was discussed.—I have, &c.,

JAMES N. GRAHAM, Chairman.
J. GORDON, Secretary.

PROCEEDINGS OF THE SPECIAL GENERAL MEETING OF THE CHAMBER HELD ON THE 3RD OF AUGUST, 1880.

A Special General Meeting of the Bombay Chamber of Commerce was held on Tuesday the 3rd August, 1880, at which the following members were present :—Mr. Campbell (W. and A. Graham and Co.), Mr. Heyer (Bell, Brandenburg and Co.), Mr. Russell (Benn, Ashley and Co.), Mr. Tintner (Blascheck and Co.), Mr. Symons (Finlay, Muir and Co.), Mr. Sorabjee Framjee (Framjee, Sands and Co.), Mr. Gaddum (Gaddum and Co.), Mr. Sedgwick (Killick, Nixon and Co.), Mr. Moir (Lang, Moir and Co.), Mr. Lyon and Mr. Beaufort (Lyon and Co.), Mr. Miller (Macdonald and Co.), Mr. Mackay (Mackinnon, Mackenzie and Co.), Mr. Roberts (Owen and Okell), Mr. Curjel (Punnett and Co.), Mr. Pallis (Ralli Brothers), Mr. Douglas (Ritchie, Steuart and Co.), Hon. S. D. Sassoon (Sassoon and Co.), Mr. Kapp (Sigg-Sulzer and Co.), Mr. Steine (Volkart Brothers), Mr. Richardson (Wallace and Co.), Mr. Kittredge; Mr. Hutton (Agra Bank), Mr. Mathew (B. B. and C. I. Railway Company), Mr. Barnett (G. I. P. Railway Company), Mr. Noble (Hongkong and Shanghai Banking Corporation), Khurshedjee R. Cama (The New Colaba Company), and Mr. Parker (P. and O. S. N.

Company). The Hon. Mr. J. N. Graham, of the firm of Messrs. W. and A. Graham & Co., Chairman of the Chamber, presided.

FACTORIES BILL No. II. OF 1880.

Mr. ROBERTS, in moving the adoption of the Factories Bill Report, hoped that the certifying Surgeon would call at the mills once a week. Considerable hardship might be caused to the children if they had to go seeking for certificates. The door might be opened to irregularities. He also spoke of the appointment of inspectors under the Bill, remarking that at home such inspectors were often half-pay officers, and he thought there would be little difficulty in getting such officials. The compulsory Retirement Scheme will be forcing men who have some experience of the country and knowledge of the language to leave Her Majesty's Service in India. The draft Bill stated that "child means a person under 14," but he considered if this principle were adhered to very serious loss would be caused both to millowners and to the "hands," as the work of the adults depends upon that of the children in some departments in the cotton mills. Children were far better off in the mills than running about in the sun during the hot weather, and sheltering themselves in damp, unhealthy huts in the rainy season. It would be an especial hardship on the work-people if the Government insisted on the proposed definition of a "child." If the age was reduced to 10 it would be very much better.

Mr. SORABJEE seconded the adoption of the report and pointed out that the minimum of age should be reduced as much as possible, as the children were not looked after at home who came in contact with evil associations, and consequently became bad members of the community.

Mr. G. A. KITTREDGE was glad to say a word in support of the Report of the Committee. He considered that factory legislation of the description proposed for India was a mistake. It seemed to him very unfortunate that well-meaning people at home should get a false idea of the condition of mill children in India, and should compel the Secretary of State to instruct the Indian Government to bring in a Factories Bill. From his experience in India, he was of opinion that children who worked in the mills were now much better off than they were before they had this employment. Every day he met children walking home from the mills not the emaciated beings they would think from the descriptions they had given them, but looking lively, well and hearty. Consequently, he regretted exceedingly that it should have been necessary at all to have brought in a Factories Bill for the present, but as the measure had been thought necessary, the important thing was to have a tentative bill, and that the age should be at a low point, from which it could be raised if necessary. The Bill when brought in before designated children as those between the ages of eight or twelve, but when it was brought before the Select Committee they raised the age to fourteen. It seemed absurd to him that children or rather men and women who had children of their own as would generally be the case at fourteen years of age in this country, were to be regarded as children and not to be allowed the time to work which they considered necessary. The great thing in India—as his experience taught him—was that the people should be well provided with food ; and this work in the mills gave them food which they could not otherwise obtain except by engaging

themselves in the collection of the unsavory product in the streets, which was made into fuel. (Laughter.) He thought it was very necessary that the age should be reduced below fourteen, and that the Government could not do better than adopt the recommendation of their Committee, and put it at ten. If afterwards it was found necessary to raise the age, it could be done. He expressed his great gratification at the change in the Bill by which it was made to apply to the whole of India, instead of practically to the Bombay Presidency only, which was first intended. Anything more un-English than the permissive character of the original Bill he could not conceive.

The CHAIRMAN said he quite agreed with Mr. Kittredge's remarks in deprecation of the necessity for the Bill. He was of opinion that Government should confine their attention to such matters as seeing that the mills were properly constructed and ventilated; that proper sanitary arrangements were made, and that the people should be well protected from accidents by machinery. The Government should, he considered, come between capital and labour as rarely as possible, and interfere as little as they could with the relations which existed between employer and employed. When he came out to India first he heard a number of statements as to the ill-treatment to which mill hands were subjected; and probably at that time when labour was very plentiful there were cases of over-work. He was inclined to think that the best remedy for this lay in the prosperity of the trade, and now that all the mills were hard at work and, he hoped, making large profits, the children might almost be said to be in the position of masters, for the mills could not very well go on without them. After some further remarks by the Chairman the Report was unanimously adopted.

APPENDIX D.

TIME OF DEPARTURE OF THE ENGLISH MAILS FROM BOMBAY UNDER THE NEW MAIL CONTRACT.

No. 500 OF 1880.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, *9th February*, 1880.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am desired to forward to you, for the information of the Chamber of Commerce, the accompanying copies of a letter from this Government to the Government of India, No. 221, dated the 19th ultimo, transmitting a petition from the inhabitants of Bombay praying for a reconsideration of the arrangements fixing the hour for the departure of the Overland Mail steamers from Bombay, and of a telegram from the Government of India of the 7th instant in reply to that letter, and to request that the Chamber of Commerce will be good enough to inform this Government, *at their earliest possible convenience*, whether they consider desirable the compromise suggested by the Government of India, and approve of the proposal made by that Government that the Post Office should close at noon and the Mail steamers should leave at 2-30 p.m on Saturdays.

His Excellency the Governor in Council, I am directed to add, is prepared, if the Chamber of Commerce concur in this view, to urge the Government of India to cause the immediate closure of the Mail at the Post Office at noon on Saturdays, and to beg of that Government to move the Home Government favourably to entertain the earnest request of the entire Bombay community that the Mail may close on Friday evening, stating that as there appears to be no Indian objection to this request, the Bombay Government trust that the Home Government might, on the recommendation of the Government of India, be pleased to consider favourably the unanimous wish of so large and important a community as that of Bombay.—I have, &c.,

J. NUGENT,
Acting Secretary to Government.

No. 221 OF 1880.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, *19th January*, 1880.

From JOHN NUGENT, Esq., Acting Secretary to the Government of Bombay, to R. B. CHAPMAN, Esq., C.S.I., Secretary to the Government of India, Department of Finance and Commerce.

SIR,—I am directed to transmit the accompanying petition to His Excellency the Viceroy and Governor General from the inhabitants of Bombay, praying for a reconsideration of the arrangements by which

the hour for the departure of the Overland Mail steamers from Bombay is fixed at 7 p.m. on Saturdays throughout the year, and to express the earnest hope of His Excellency the Governor in Council that the request of the petitioners may receive the favourable consideration of the Government of India.

2. His Excellency in Council has but little to add to the arguments which the petitioners have cogently but temperately put forward. The hardship to merchants, bankers, solicitors, and their employés, as well as to many Government servants and others, of being absolutely deprived of their weekly half holiday on Saturdays is too plainly apparent to require demonstration ; but under the present arrangement the stress of business in the majority of offices increases as the hour for the departure of the Overland Mail steamer approaches, and consequently a Saturday half holiday becomes for the most part an impossibility. The other Presidency towns and great cities of India have their Saturday's half holiday. But by this postal arrangement, Bombay, the largest of all and at least as busy and active as any, is to be deprived of the boon otherwise universally enjoyed. The Governor in Council cannot believe that the Government of India will adhere to this arrangement now that its inconvenience has been pointed out especially, as the inconvenience can be remedied with perfect facility and without causing any trouble elsewhere.

The hill stations of Matheran, Khandalla, and Lanowlee are within easy reach of Bombay by rail, and office employés have hitherto been able to place their wives and families at those stations during the hot weather, and to proceed thither themselves by a train leaving Bombay at 2 p.m. on Saturdays, returning to Bombay by a train arriving at 11 a.m. on Mondays. If, however, the Saturday half holiday be foregone by reason of the departure of the Overland Mail on Saturday evenings, ladies and children will not be able to escape from the enervating climate of Bombay during the hot season without being wholly debarred from the society of the heads of their families during that period, and hard-worked office employés will be unable to recruit themselves as heretofore by occasional short visits to the hill stations.

With regard to the Volunteer movements which has hitherto been so successful in Bombay, if the community be now deprived of its weekly half holiday, battalion drill will be rendered almost impossible, and the Governor in Council cannot but fear that the result will prove highly detrimental to the efficiency of the Volunteer corps, the members of which will scarcely ever be able to receive instruction in other than company drill.

Another point which has not been dwelt on in the body of the petition, but which has been noticed by some of the petitioners, and which His Excellency in Council considers well worthy of consideration, is the fact that Saturday is the Jewish Sabbath. The Hebrew community of Bombay, though perhaps not very numerous, contains many of the most respected and influential members of the commercial and mercantile classes, to whom the transaction of business on their Sabbath day, which is necessitated by the existing arrangements for the departure of the Overland Mail, is exceedingly distasteful ; and considering the wide connection with all parts of the East which the Jewish merchants enjoy, and their importance to the commercial welfare of Bombay and the rest of India, His Excellency in Council is

of opinion that their objection on religious grounds to the Saturday departure of the Overland Mail carries considerable weight.

Finally, I am directed to observe that although various arguments have been advanced against the arrangement previously proposed—viz., that the departure of the Overland Mail steamer should be fixed at 2 p.m. on Saturdays, the Governor in Council is not aware of any objection to its departure being fixed for Friday evening that is not more than outweighed in His Excellency's opinion by the objections to the present arrangement, which have been advanced in the accompanying petition and pointed out above. His Excellency in Council has, therefore, no hesitation in strongly supporting the prayer of the petitioners, and would earnestly request the Government of India that they may be pleased to arrange for the departure of the Mail steamers from Bombay on Friday evenings, instead of on Saturday evenings as at present. The Governor in Council can assure the Government of India that the community of Bombay are much interested and concerned in this matter.—I have, &c.,

J. NUGENT,
Acting Secretary to Government.

(True Copy)
J. NUGENT,
Acting Secretary to Govt.

5th February, 1880.

From CALCUTTA, from FINANCE, to BOMBAY, to GOVERNMENT.

Your No. 221, dated 19th January ; very unlikely that British Post Office will consent to Friday evening departure, but perhaps it might be induced to agree to departure at 2-30 p.m. on Saturday, Post Office closing at noon. The Bombay community accepted that compromise before ; if it does so again, the Government of India will press Secretary of State to endeavour to arrange it, and will, if desired meanwhile, order closure of the Mail at Post Office at once at noon on Saturday, steamer starting in the evening.

(True Copy)
J. NUGENT,
Acting Secretary to Government.

No. 35 OF 1880.

BOMBAY CHAMBER OF COMMERCE, 12*th February*, 1880.

To the SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 500 of the 9th instant, with accompaniments, which have been considered by the members of the Chamber at a Special General Meeting of the Chamber convened this day for the purpose.

At this Meeting the following resolutions were passed unanimously :—

"That this Chamber tenders its grateful thanks to the Government of Bombay for their efforts to secure a change in the

departure of the Mail steamer, and having considered the telegram just received from the Government of India, resolves as follows:—That the Chamber fails to see that a Friday evening departure would cause any real inconvenience anywhere, while both at Home and in Bombay most serious inconveniences are now experienced from the Saturday evening departure, and most of these inconveniences would remain were the proposal for a Saturday afternoon sailing accepted."

"That the Government of India be respectfully requested to communicate by telegraph with the British Postal authorities on the subject, as the Chamber believes that the mercantile community in England object strongly to a Saturday departure from Bombay."

In transmitting these resolutions at once to Government, the Committee direct me to say that the proceedings of the Special General Meeting of the Chamber will be forwarded to Government as soon as printed; and in the meantime, they desire respectfully to express their hope that His Excellency the Governor in Council will favour the Chamber by communicating the resolutions to the Government of India.—I have, &c.,

J. GORDON, Secretary.

No. 41 OF 1880.

BOMBAY CHAMBER OF COMMERCE, 16*th February*, 1880.

To the SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—In continuation of my letter of the 12th instant, I have now the honour to forward herewith 12 copies of the proceedings of the Special General Meeting of the Chamber convened for the purpose of considering your letter of the 9th instant, and its accompaniments.

With regard to the remark in the telegram from the Government of India to the Government of Bombay, of the 5th February, that the Bombay community accepted a Saturday mid-day departure before, I am desired to state, for the information of Government, that that compromise was preferred when the alternative only of a Monday departure or a mid-day departure on Saturday was submitted to the Chamber by the Director General of the Post Offices of India.

A Saturday mid-day departure of the Mail steamer from Bombay would, however, be very inconvenient to this community, and the Chamber has reason to believe that a departure at that, or at any other time on Saturday, will also be found to be inconvenient to English communities interested in the Indian trade. According to the time table, under the new contract, the Mail steamer leaving Bombay on Saturday is timed to reach London at 2 a.m. on Thursday. This gives London correspondents their letters on Thursday morning, and gives them all Thursday and Friday to reply. The inconvenience to them is not great, but on arrival on Thursday morning barely gives time for the Mails to be forwarded by the Mail from London reaching Manchester, Liverpool, Burmingham, and other large towns on the forenoon of Thursday, the day on which these towns have to make up their Mails to send out to India. To Glasgow the inconvenience is

still greater, for the Mail leaving London on Thursday morning will only reach Glasgow on Thursday night after their Mails have been closed.

The inconveniences at Home and in Bombay of a mid-day departure on Saturday are more fully set forth in the proceedings of the General Meeting of the Chamber, and I am directed respectfully to ask you to move His Excellency the Governor in Council to request the Government of India to communicate by telegraph with the British Postal authorities in view to the Overland Mails being closed on Friday evening.—I have, &c.,

J. GORDON, Secretary.

No. $\frac{C}{8}$

BOMBAY, 28*th February*, 1880.

From A. M. MONTEATH, Esq., Director General of the Post Office of India, to the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—It occurs to me to communicate to you the result of the meeting which I had with certain members of the Chamber yesterday, so far as regards my estimate of the question about the departure of the Mail steamer.

The inconvenience to the Bombay commercial community of a Saturday departure seemed to me to be enhanced by the fact that a noon departure was less of a remedy than I had supposed. I was surprised to find that so many of those present regarded a change from evening to noon not only as no remedy, but as a positive enhancement of the evil. On this point, however, I have still to learn from you the result of the Meeting which it is proposed to hold to discuss it: and when that result is known, its bearing upon the proposed alteration of the departure from evening to noon will be fully considered in connection with the convenience of the Bombay community generally.

As to the desired change to Friday, I placed before you the recent remonstrance of the Bengal Chamber against any such change; and I mentioned also the fact that the British Post Office had expressed its preference for Saturday as compared with Friday. I pointed out also that Calcutta interests if taken by themselves would point to a Monday departure from Bombay, which day would I believe accord with the estimate of British interests formed by the British Postal authorities; and that it was only out of deference to Bombay interests that the Calcutta Chamber was not pressing for a Monday departure. I considered that this action of the Calcutta Chamber entitled the representation which it had made against Friday to all the more consideration.

I understood the members present to regard it as probable that recent representations made from different parts of the United Kingdom to Her Majesty's Postmaster General would very materially alter the preference previously given by the British Post Office to Saturday, as compared with Friday, and would bring the British interests into more harmony with Bombay interests than with those of Calcutta; and if so, I presume that the British Post Office will be ready to express any change of views so caused.

As stated by me at the Meeting, I think that the question of the alteration of the day of departure is one which cannot be usefully taken up with reference to the current year's time table.

There will be ample time for its discussion before the time table for the next year is drawn out.—I have, &c.,

A. M. MONTEATH,
Director General of the Post Office of India.

No. 754.

SIMLA, 28*th April*, 1880.

From A. M. MONTEATH, Esq., Director General of the Post Office of India, to the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor to request an expression of opinion on the part of the Bombay Chamber of Commerce as to how far a departure of the Overland Mail steamer from Bombay at 10½ a.m. on Saturday would meet the convenience of the mercantile community. This could be arranged by advancing the train departure from Calcutta to the extent of about 2 hours so as to bring it into Bombay about 2 hours earlier, and this alteration would also have the further advantage of securing for Bombay an earlier daily delivery of letters brought by the train. It would also, I believe, save the present detention of about 7 hours suffered by the homeward Mails in Egypt. The time allowed for transit through Egypt on the outward voyage is 17 hours, and on the homeward voyage 24 hours: the reason (as I believe) being that the steamer cannot leave Alexandria till daylight. By starting the steamer from Bombay at the proposed hour, this detention would, I believe, be saved.

2. The merchantile community of Calcutta are very much opposed to a Friday evening departure of the steamer, and I am in hopes that the early morning departure on Saturday, as now suggested, may be regarded in Bombay as practically equivalent or nearly so to a Friday evening departure.—I have, &c.,

A. M. MONTEATH,
Director General of the Post Office of India.

No. 100 OF 1880.

BOMBAY CHAMBER OF COMMERCE, 11*th May*, 1880.

To the DIRECTOR GENERAL of the POST OFFICE of INDIA, Simla.

SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 754 of the 28th ultimo, enquiring as to how far a departure of the Overland Mail steamer from Bombay at 10½ a.m. on Saturday would meet the convenience of the mercantily community.

Before submitting this proposal to the general body of the Chamber, the Committee desire me to ask whether, if it were agreed to, it would expedite the delivery of the Mails in England, or whether it would be merely a concession of 9 hours time to the P. & O. Company. It appears to the Committee that, only on the former ground, would the proposed change be at all likely to be approved of by the mercantile community.—I have, &c.,

J. GORDON, Secretary.

No. 1790.

SIMLA, 18*th May*, 1880.

From A. M. MONTEATH, Esq., Director General of the Post Office of India, to the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter, dated the 11th May, 1880, I have the honour to state that the suggested departure of the steamer at 10-30 a.m., instead of 7 p.m., would cause a proportionately earlier arrival in London. And I think also (as explained in my previous letter No. 754, dated 28th April, 1880,) that an additional 7 hours would thereby be gained in transit through Egypt.

2. In other words, the proposed departure (which is earlier by 8½ hours than the present departure) would produce an arrival in London earlier by 15½ hours than the present arrival.—I have, &c.,

A. M. MONTEATH,
Director General of the Post Office of India.

SERVICE MESSAGE,

Dated the 3rd June, 1880.

From SIMLA, from D. G. Post, to Bombay, to CHAMBER of COMMERCE.

Please give opinion requested in my letter 28th April. Subsequent letter 18th May answered preliminary question raised by you.

A. M. MONTEATH.

TELEGRAM TO THE DIRECTOR GENERAL, POST OFFICE, SIMLA.

Telegram third.—Chamber strongly advocates Friday evening departure.

J. GORDON, Secretary.

Bombay Chamber of Commerce, 7th June, 1880.

CHAMBER OF COMMERCE, BOMBAY, 14*th July* 1880.

To the DIRECTOR GENERAL of the POST OFFICE of INDIA.

SIR,—I am directed to acknowledge the receipt of your letter No. 1790 of the 18th May last, also of your telegram of the 3rd June, requesting the opinion of the Chamber of Commerce on the question submitted in your letter No. 754 of the 28th April last, namely, how far a departure of the Overland Mail steamer from Bombay at 10½ a.m. on Saturday would suit the convenience of the mercantile community.

To your telegram of the 3rd ultimo the Committee despatched a reply to the effect that the Chamber strongly advocated a Friday evening departure. They were unable to reply to your communication of the 28th April, pending the receipt of an answer from the Bengal Chamber of Commerce, who had been requested to state whether there were any strong or insurmountable reasons why the Mail should not leave Calcutta on Tuesday. Their reply having now been received, I

append a copy of the correspondence between the two Chambers, from which it will be seen that the Bengal Chamber advance no strong arguments in favour of their contention beyond asserting that their objections to Tuesday are the same as those urged by the Bombay merchants against Monday.

Now the Bombay community objected to Monday as a Mail-day because Sunday was interfered with in a way which was thought to be undesirable, and, moreover, Saturday being to a large extent a *dies non* in the home markets, only the telegraphed business of Friday could be referred to. There does not seem to be anything in the Bengal Chamber's letter to show that such objections can reasonably be advanced by the Calcutta community against a Tuesday departure of their Mail.

The Bengal Chamber, however, complain that they are sacrificing their own convenience for the sake of the Bombay community by advocating an earlier closing and despatch of the Mail from Calcutta on Wednesday evening. So great, indeed, do they consider the hardship of closing their Mails three hours earlier that the probable necessity of a special train being despatched from Calcutta at a later hour, to overtake the ordinary train, is indicated in their letter, while at the same time the Bombay community are not expected to suffer any inconvenience from a detention of their letters for 15 hours after the Mails have been closed. As to the Calcutta Mails being detained 7 or 8 hours in Bombay, the grievance is, the Committee think, imaginary. Some margin must always be left for accidental delays and also to get mails and passengers on board, and a not improbable result of the Bengal Chamber's proposal will be that in order to try and hurry forward their letters without any detention here, all the Mails collected in Bombay may be delayed for several hours extra, waiting the arrival of the Calcutta train.

The Bengal Chamber, then, who are the only objectors to a Friday evening departure from Bombay, have advanced no reason or argument of any weight against the closing of the Mails in Calcutta on Tuesday. It may be that Tuesday is not the most convenient day for Calcutta in every possible way, nevertheless it is the most suitable for every one else, and the measure of its inconvenience to Calcutta is very much less than the continuance of the present arrangement or the adoption of the proposed change would be for all others interested.

The Committee have now the honour to state that, in their opinion, similar objections to those which were raised by this Chamber to a mid-day departure on Saturday are applicable to a departure at 10½ a.m. These objections are as follows :—(1) If the views expressed by the Bengal Chamber in the 2nd paragraph of their letter, to the effect that "a Saturday morning departure of the steamer from Bombay would admit of a Friday evening closing there" were accepted and acted upon, it would be equivalent to a loss of 15 hours in the delivery of a large proportion of the Mails in England ; and (2) if the Mails were closed at an early hour, great injustice would be done to those engaged in the export trade of this port, and their transactions would be seriously hampered.

With regard to the first of these reasons, I am directed to point out that if a Saturday morning departure from Bombay (which, it is said, "would practically have the effect of a Friday evening closing there") were decided on, the mercantile community in Bombay, after advocat-

ing and agitating for many years for an increased speed in the Mail Service, and just as Government, by paying a very high subsidy, had acceded to their wishes, would find the steamer unnecessarily detained after the closing of their Mails on Friday evening, and thus the equivalent of 15 hours added to the length of the journey.

As to the effect of closing the Mails in the early part of the day on the export trade, I am directed to submit that any early closing, such as at 2½ o'clock p.m., or at mid-day, or at 10½ a.m., would virtually amount to the loss of one day in the week to that section of the community. Merchants in the export trade could not do their business, go to the cotton market to buy their produce, and write their mail letters on Saturday. The cotton market does not open before 9 a.m., and it is impossible for merchants to make their contracts and get telegrams off before 2 in the afternoon, so that an early departure of the Mail must prevent business being done on that day. By an early departure on Saturday, therefore, one day in the week would be thrown away. The Bombay community are in a way different position from that of Calcutta in their export trade. In Calcutta, there is a large variety of articles of export, while in Bombay the export business is mainly confined to cotton, a trade for which Bombay merchants have to compete under great disadvantages. It is obvious that under such circumstances the Bombay trade could ill afford to sacrifice one day of the week in these times of keen competition. Another important consideration which the Committee desire to bring to your notice is that, when the Mail leaves Bombay in the evening, merchants are able to get their bills of lading in time for the Mail; this they could not do if the Mail left at 10½ a.m., or at any other early hour of the day. If the Mail steamer were to leave Bombay at 10½ a.m., the Mails having been closed on Friday as suggested by the Bengal Chamber, many shipping documents practically ready for the Mail could not be sent until the following week. A 10½ a.m. departure, necessitating the closing of the Mails between 7 and 8 a.m., as suggested in your letter, would result in keeping the export offices open all night, and even then it would be impossible to obtain the bills of lading, &c., in the morning.

While the great export trade of this port would be subjected to these inconveniences by the adoption of either of the above suggestions, complaints that are constantly being received from London, and all other towns in the United Kingdom which have business relations with India and the East, of the inconvenience which is suffered under the present arrangement, would not be remedied. Many of those who bring forward these complaints are as much interested in the Calcutta as in the Bombay trade, and they are, we believe, unanimous in their demand that the Mail steamer should leave Bombay on Friday evening all the year round. We believe that the Bengal Chamber of Commerce is alone in objecting to an arrangement which would suit every other interest connected with the trade of India, both in this country and in the United Kingdom, while, apparently, they can advance no better reason for their objection, save a mere predilection for Wednesday, instead of Tuesday, as the day on which the Mail should be closed in Calcutta.

The Committee desire also to submit for your consideration that if the departure were fixed at 10½ a.m. on Saturday it would entail great hardship on passengers, who would either have to arrive on Friday in

Bombay, or hurry on board the steamer on Saturday morning at great inconvenience and during the hottest part of the day.

In conclusion, the Committee desire me to express their earnest hope that the facts herein set forth will receive your careful consideration, and that you will kindly do everything in your power to get the time for the departure of the Overland Mails from Bombay altered to Friday evening all the year round.—I have, &c.,

JAMES N. GRAHAM, Chairman.
J. GORDON, Secretary.

(*Copy.*)

No. 166 OF 1880.

CHAMBER OF COMMERCE, BOMBAY, 11*th June*, 1880.

H. W. J. WOOD, Esq., Secretary Bengal Chamber of Commmerce, Calcutta.

DEAR SIR,—The departure of the Overland Mail steamers from Bombay on Saturdays is, as your Chamber is aware, productive of very great inconvenience to the mercantile community of Bombay, and constant complaints have been received from all the northern towns in the United Kingdom of the inconvenience which they also suffer under the present arrangements, their letters from India arriving just before the departure of the outgoing Mails to India.

Since the new Mail Contract came into force at the commencement of this year, the Mail steamers have left Bombay at 7 o'clock p.m. In February last, however, the Government of India, desirous to make some concession to the wishes of the inhabitants of this city, proposed that the Post Office should close at noon and the Mail steamers should leave at 2-30 p.m. on Saturdays, but this arrangement was not approved of, as it would have been most inconvenient to the export trade of this port. A printed copy of the proceedings of the Chamber held on the 2nd March last to discuss this proposal is sent, by book-post, for the information of your Chamber.

We are now asked by the Director General of the Post Office of India to express an opinion as to how far a departure of the Mail steamer from Bombay at 10½ a.m. on Saturdays would meet the convenience of the mercantile community of Bombay. It is obvious that similar objections to those raised by the export trade to the closing of the Post Office at noon would apply to this new proposal ; nor is there any other arrangement than a Friday evening departure which would suit the convenience of the various trading interests concerned.

A Friday evening departure from Bombay would require the closing of the Mails in Calcutta on Tuesday evening, but we understand that your Chamber objects to this on the ground that a Tuesday closing is considered too early in the week. It seems to this Chamber that the mercantile community of Calcutta are most unreasonable if their objection merely rests on a predilection for Wednesday instead of Tuesday, and I am desired to ask you, if you will kindly state whether there are any strong or insurmountable reasons why the Mail should not leave Calcutta on Tuesdays, which would suit every interest in India, and would be more convenient for Indian trading interests at home.—I remain, &c.,

J. GORDON, Secretary.

(*Copy.*)

BENGAL CHAMBER of COMMERCE, CALCUTTA, 19*th June*, 1880.

J. GORDON, Esq., Secretary Chamber of Commerce, Bombay.

DEAR SIR,—I have to acknowledge the receipt of your letter, dated the 11th instant, on the subject of the departure of the Overland Mail steamers.

The Committee of this Chamber desire me to say that they have, for some time, been aware that the mercantile community of Bombay had found a Saturday noon closing of the Mail to be inconvenient, and that it had also proved so to merchants in the northern towns of England, and, with a desire to meet the views of all, it has been proposed by the Director General of the Post Office that the train service from Calcutta be accelerated so as to admit of an earlier arrival by 2 to 3 hours, and a consequent early Saturday morning departure of the steamer from Bombay, which would admit of a Friday evening closing there, and, it is calculated, an earlier delivery of the Mails in London by some 15 hours.

This arrangement will no doubt entail considerable inconvenience to the Calcutta community by causing either an inconveniently early closing and despatch of the Mails on Wednesday evening, or the payment of extra fees to admit of a special train being despatched at a later hour to overtake the ordinary train which might be started earlier ; but, as in the case where the members of this Chamber, in deference to Bombay, did not press for a Friday night departure from Calcutta (which was then considered the most suitable of all), so are they now anxious, as far as possible, to meet the views of your Chamber.

My Committee much regret that the commercial community of Calcutta should be considered unreasonable in objecting to a closing of the Mails on Tuesday, and they can only say that the question has been put before the members of the Chamber, who have emphatically expressed the opinion that, owing to the nature and extent of their produce business and the manner in which it is conducted, Tuesday would be a most inconvenient day, as they have already found from experience, and for the same reasons that the Bombay merchants object to the closing of the Mails on Monday.

It seems to this Chamber that the Bombay community have no sufficient grounds for their objection to an early Saturday morning sailing of the steamer, which would practically give them a Friday Mail-day, for the Post Office could be closed that evening at any hour found most convenient.

While, therefore, Bombay secures for itself a Mail-day most suitable for its own purposes and arrangements, Calcutta presses for the advantage of an additional day for its generally heavier business requirements, as well as to avoid the detention of its overland correspondence for 7 or 8 hours from the time of arrival in the morning till the steamer starts in the evening; and these are circumstances which, it is submitted, should have weight and consideration with your Chamber and the community of your city.

In proposing the arrangement now advocated, Calcutta interests are not the only ones consulted, for it is found that it would be an advantage to the principal towns of Northern India, and this, the Com-

mittee think, should not be lost sight of by the Bombay community when considering what day would be best suitable to themselves.—I remain, &c.,

H. W. J. WOOD, Secretary.

No. 184 OF 1880.

BOMBAY CHAMBER OF COMMERCE, 14*th July*, 1880.

To the SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—With reference to your letters No. 1622 of the 10th May, and No. 2234 of the 26th June last, I am desired by the Committee of the Chamber of Commerce to forward herewith six copies of the letter which they have this day despatched to the Director General of the Post Office in India in reply to his letter of the 28th of April, requesting the opinion of the Chamber on the question how far a departure of the Overland Mail steamer from Bombay at 10½ a.m. on Saturday would suit the convenience of the mercantile community.

The Committee trust that H. E. the Governor in Council will concur in the views of the Chamber on this important question, and they earnestly hope that His Excellency may be pleased to favour the Chamber by doing everything in his power to get the time for the departure of the Overland Mails from Bombay altered to Friday evening all the year round.—I have, &c.,

J. GORDON, Secretary.

No. 2625 OF 1880.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 23*rd July*, 1880.

From J. NUGENT, Esq., Acting Secretary to Government, to J. GORDON, Esq., Secretary to the Chamber of Commerce, Bombay.

SIR,—I am directed to acknowledge with thanks the receipt of your letter of the 14th instant, and of the six copies forwarded with it of the letter of the same date addressed by the Chamber of Commerce to the Director General of Post Offices in India, and to inform you that this Government have in a letter of to-day's date to Mr. Monteath strongly supported the recommendation of the Chamber in favour of a Friday evening departure of the English Mail steamer from Bombay.—I have, &c.,

J. NUGENT,
Acting Secretary to Government.

To the Most Hon'ble the MARQUIS of HARTINGTON, Her Majesty's Principal Secretary of State for India.

The Memorial of the Bombay Chamber of Commerce

RESPECTFULLY SHEWETH,—That since the new Mail Contract came into force, at the commencement of this year, the Overland Mail steamers have left Bombay every Saturday at 7 o'clock p.m.

That this arrangement is productive of very great inconvenience to the mercantile community of Bombay, while constant complaints are

being received from London, and many other towns in the United Kingdom which have business relations with India and the East, of the inconvenience suffered under it, letters from India arriving just before, or immediately after, the departure of the outgoing Mails to India.

That if the Mail steamer left Bombay on Saturday at 10-30 a.m., or at 2-30 p.m., as suggested some time ago by the Government of India, or in fact at any early hour of that day, the inconveniences complained of by this community, and by the mercantile communities in England, would not only not be remedied, but a great injustice would thereby be done to those engaged in the export trade of this port, and their transactions would be seriously hampered. The closing of the Overland Mails at an early hour of the day would virtually amount to the loss of one day in the week to that section of the community. The cotton market does not open before 9 a.m., and it is impossible for merchants to make their contracts and despatch telegrams before 2 in the afternoon, so that an early departure of the Mail must prevent business from being done on that day. The export business of this port is mainly confined to cotton, a trade for which merchants have to compete, under great disadvantages, with America, Egypt, and the other cotton-producing countries of the world. It is obvious that, under such circumstances, the Bombay trade could ill afford to sacrifice one day of the week.

A departure, moreover, at an early hour, would entail great hardship on passengers, who would either have to arrive in Bombay on Friday, or hurry on board the steamer on Saturday morning at great inconvenience and during what is often the hottest part of the day.

That all the inconveniences now complained of would be removed if the Mail steamer left Bombay on Friday evening, instead of on Saturday evening as at present. If this change were solely for the benefit of the Bombay community, and if by its adoption others who are interested would be seriously inconvenienced, we should not so strongly advocate it as we do; but we believe that throughout England the mercantile communities interested in the Eastern trade are most desirous that the Mail steamer should leave Bombay on Friday evening, while, apparently, for no better grounds than a mere predilection for Wednesday instead of Tuesday as the day on which the Mail should be closed in Calcutta, the Bengal Chamber of Commerce is alone in objecting to an arrangement which would suit every other interest connected with the trade of India both in this country and in the United Kingdom.

For these reasons, your Memorialists earnestly pray that your Lordship may be pleased to arrange for the departure of the Overland Mail steamer from Bombay on Friday evening all the year round, instead of on Saturday evening as at present.

And your Memorialists, as in duty bound, will ever pray.

For, and on behalf of, the members of the Bombay Chamber of Commerce,

JAMES N. GRAHAM, Chairman.
J. GORDON, Secretary.

No. 3528 OF 1880.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 1*st October*, 1880.

From JOHN NUGENT, Esq., Acting Secretary to Government, to J. GORDON, Esq., Secretary to the Chamber of Commerce, Bombay.

SIR,—I am directed by His Excellency the Governor in Council to forward to you the accompanying copy of a letter from the Government of India No. 2904, dated 21st ultimo, with enclosures, on the subject of fixing the day for the departure of weekly Overland Mail steamers from Bombay, and to request that you will be so good as to favour this Government, at an early date, with the opinion of the Chamber of Commerce on the points specified in the letter, for communication to the Government of India.—I have, &c.,

J. NUGENT,
Acting Secretary to Government.

No. 2904.

SIMLA, 21*st September*, 1880.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

To the SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—I am directed by the Governor General in Council to request that, with the permission of His Excellency the Governor in Council of Bombay, you will communicate to the Bombay Chamber of Commerce the accompanying despatches from Her Majesty's Secretary of State for India to the Government of India No. 130, dated 22nd April, and Nos. 270 and 271, both dated 19th August, transmitting Memorials from the Chambers of Commerce of Manchester, Huddersfield, Glasgow, Liverpool and Dundee, from the Chartered Bank of India, Australia and China, and from the "Leading Firms and Companies in London interested in the Indian Mail Service," in which the Memorialists represent the inconvenience felt in Great Britain in consequence of the despatch of the Engish Mails from Bombay, on Saturday.

2. In his despatch No. 271, Lord Hartington also informs the Government of India that, on the 5th August, he received a very important deputation of gentlemen representing the various Chambers of Commerce, Banks and Mercantile Bodies interested in this question.

3. In order to meet the views of the mercantile community of Great Britain in this matter, which appear to the Marquis of Hartington to be reasonable, his Lordship suggests that the Mails be despatched from Bombay on Thursday, in the fair season, and on Monday, in the monsoon.

4. This proposal assumes that the Mails will continue to leave Bombay, in the evening as heretofore. The Governor General in Council, however, was disposed, before the receipt of Lord Hartington's Despatch, to conclude that the interests of the general mercan-

tile community in India required that the Mails should be despatched from Bombay, not, as heretofore, in the evening, but in the morning, as soon as possible after the arrival of the mail trains in Bombay. This alternative would certainly involve the detention through the night, of the Mails originating in Bombay itself and the immediate neighbourhood ; but, owing to the impracticability of the Mail steamer leaving Alexandria Harbour in darkness, a morning despatch from Bombay, as compared with the despatch of the Mails the previous night, would cause a delay of only eight hours in the delivery of the Mails in London ; or, putting the case otherwise, if the Mails are despatched in the morning from Bombay, instead of, say, eight hours later, in the evening, they will be delivered in London sixteen hours earlier.

5. It seems possible that, under these circumstances, the mercantile community of Great Britain might be satisfied if the Mails were despatched from Bombay on Friday morning in the fair season and Tuesday morning in the monsoon, which would involve the closure of the Mails at—

	In the fair season.	In the monsoon.
Calcutta	Tuesday.	Saturday.
Madras	Wednesday	Sunday.

6. The interests of the mercantile communities of the Presidency Towns appear to the Governor General in Council to be almost exclusively concerned in this matter. The Government and the general community are, comparatively, indifferent as to the days of the week on which the Mails leave Bombay.

7. I am, accordingly, to request that the Bombay Chamber of Commerce may be requested to state, at its earliest possible convenience, its final views upon the whole subject, intimating—

1*st.*—Whether it desires that the Mails should start from Bombay in the morning at about 10 a.m., or in the evening at sunset :

2*ndly.*—Whether, in its opinion, the interests of the mercantile community will suffer, if the principle of one fixed day for the departure of the Mails from Bombay be surrendered :

3*rdly.*—If that principle should be maintained, on what fixed day in the week, the Mail should leave Bombay :

4*thly.*—If the day of departure should vary with the season, what day should be fixed in the fair season, and what in the monsoon.

8. In dealing with this subject, the Chamber of Commerce will, doubtless, bear in mind that, from the nature of the case, it is impracticable to make such arrangements as would be the most convenient possible, even, for each of the three Presidency Towns ; and that the arrangements which are required in the interests of Great Britain cannot, apparently, be made to conform to the interests of the Presidency Towns in India. Under these circumstances, it seems necessary that those whose interests conflict, should, each, concede as much they can without sacrificing what seems to them indispensable. It is desirable therefore that the Chamber, while stating the arrangement which would most completely suit the local convenience, should specify the extent to which it considers that the local interest might,

out of consideration for the interests of other communities, be surrendered without too great inconvenience.

9. It will be understood that, inasmuch as the interests of the mercantile communities of India and Great Britain appear to conflict in this matter, it may not be in the power of the Governor Genera in Council to secure the adoption of the alternative desired in India, or which may seem to him the best in the general Indian interest. All that His Excellency in Council can do is to take care that the interests of India are clearly recognised and fully weighed.—I have, &c.,

R. B. CHAPMAN,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

Enclosures of Letter No. 2904 of 1880.

No. 130 *(Financial), dated* 22*nd April,* 1880.

From the SECRETARY of STATE for INDIA to the GOVERNMENT of INDIA.

With reference to my despatch, dated the 30th October, 1879, No. 413, I forward herewith for your information a copy of a letter* from the Manchester Chamber of Commerce, representing the inconvenience occasioned to the mercantile communities in the north of England and in Scotland by the despatch of the Mails from Bombay on Saturday; and I shall be glad to learn whether you can see your way to the adoption of an arrangement which will obviate this inconvenience.

*Dated 25th March, 1880.

Dated 25*th March,* 1880.

From B. ARMITAGE, Esq., President Chamber of Commerce, Manchester, to the SECRETARY of STATE for INDIA.

When a deputation from the Manchester Chamber of Commerce had the honor of an interview with your Lordship on the 6th February last, the opportunity was taken of pointing out the serious inconvenience suffered by the mercantile communities of Manchester, Liverpool, and other towns in the north of England and in Scotland, by the arrangement under which the Indian Mails were timed to arrive just before the closing and despatch of those outward. In illustration, I have now respectfully to point out that last week and the week preceding the letters from India were delivered on Friday, those to India despatched at 11-35 the same morning.

The present week's Mail has arrived in Manchester on Thursday; even this allows too short a time for fully answering letters; whilst in the two instances of later arrival, and which may be of frequent occurrence, it is manifest that the inconvenience must be very great.

Your Lordship will no doubt have been informed that the Chamber of Commerce of Bombay has represented that inconvenience in equal, if not greater, degree is entailed at that port by the despatch of the

Mail steamers thence on Saturday evening ; and is strongly supported by the Bombay Government in memorialising for the closing of the Mails there on Friday evening.

These suggestions I am desired by the Directors of the Manchester Chamber earnestly to recommend to your Lordship.

No. 270 (Financial), dated 19th August, 1880.

From the SECRETARY of STATE for INDIA to the GOVERNMENT of INDIA.

In continuation of Lord Cranbrook's despatch of the 22nd April last, No. 130, I forward herewith copies of letters* from the Incorporated Chambers of Commerce at Huddersfield and Glasgow, from the Chartered Bank of India, Australia and China, and from Viscount Sandon on the part of the Liverpool Chamber of Commerce, together with copies of the Memorials referred to therein ; and I request that I may be furnished as early as possible with a reply to the enquiry contained in the despatch above referred to, as to the possibility of adopting an arrangement by which the great inconvenience now felt in regard to the arrival of the Indian Mails in England may be removed.

*Dated 17th, 20th and 27th July, 1880.

Dated 17th July, 1880.

From C. MILLS, Esq., Secretary Incorporated Chamber of Commerce, Huddersfield, to the SECRETARY of STATE for INDIA.

I have the honour to transmit to your Lordship the enclosed Memorial of the Council of this Chamber on the subject of the Indian Mails, and trust it will receive your Lordship's favourable consideration.

Dated 17th July, 1880.

To the SECRETARY of STATE for INDIA.

The Memorial of the Huddersfield Incorporated Chamber of Commerce

SHEWETH,—That six months' experience of the working of the Indian Mails under the new Time Table has afforded abundant proof that the objections to the arrangement, which at the outset were expressed regarding it, were well founded. The arrival of the Mail on Thursday does not allow proper and sufficient time for letters to be replied to by the next return Mail. This is found to be the case even in London, where the outward Mail closes on Friday. In other commercial cities of the United Kingdom the inconvenience is still greater, as in those places the Mail arrives either after or just before the close of the outward Mail.

As the period for arranging the new Time Table for the year 1881 is approaching, your Memorialists would respectfully but earnestly request your Lordship to restore the system which was in force previously, whereby the arrival of the Mail in London took place in the early part of each week. The change from that to the present plan,

although due entirely to the decision of the Government of India, has not, your Memorialists believe, proved acceptable even in India ; whilst in this country it has had the effect of almost completely destroying the advantages of the accelerated service which the Government made such strenuous efforts to secure under the new Mail Contract.

Dated 20th July, 1880.

From I. H. GWYTHER, Manager Chartered Bank of India, Australia and China, London, to the UNDER-SECRETARY of STATE for INDIA.

I have the honor to enclose a Memorial* addressed to the Secretary of State for India and signed by the leading Firms and Companies in London interested in the Indian Mail Service, requesting his Lordship to induce the Government of India to reconsider their decision fixing Saturday as the day for the departure of the Mails from Bombay, and restore the system of the Mails from India arriving in London in the early part of each week.

Dated 20th July, 1880.

From W. C. MULLINS, Esq., Secretary Chartered Bank of India, Australia and China, London, to the UNDER-SECRETARY of STATE for INDIA.

I have the honor to enclose two Memorials* addressed to the Secretary of State for India—one signed by the Leading Firms and Companies in Manchester, the other signed by the Chamber of Commerce Bradford—requesting his Lordship to induce the Government of India to reconsider their decision fixing Saturday as the day for the departure of the Indian Mails from Bombay ; and I shall feel greatly obliged if you will bring these Memorials to his Lordship's notice, and ascertain if he can appoint a day for receiving a deputation on the subject.

Dated 27th July, 1880.

From M. ANDERSON, Esq., Secretary Chamber. of Commerce and Manufactures, Glasgow, to the SECRETARY of STATE for INDIA.

I beg to hand you herewith a Memorial by this Chamber on the subject of the irregular delivery of the Mails from India, China and Australia, and praying for such alterations as will ensure a regular and earlier delivery.

Dated 25th July, 1880.

To the SECRETARY of STATE for INDIA.

The Memorial of the Chamber of Commerce and Manufactures in the City of Glasgow

SHEWETH,—That in the month of February last your Memorialists brought under the consideration of Her Majesty's Government the great inconvenience which merchants, manufacturers, and others in this city suffered from irregularity and delay in delivery of the weekly

* These Memorials are identical with that forwarded by the Huddersfield Incorporated Chamber of Commerce.

Mails from India, China and Australia carried by the Peninsular and Oriental Steam Ship Company.

The Mails for the East have, for many years, been made up in the provinces upon Thursday of each week for despatch by Friday's Mail from London ; and this arrangement, having been found suitable and convenient, is still retained.

Since the new contract with the Peninsular and Oriental Steam Ship Company, which commenced in December last, it has, however, been found quite impracticable in most cases to reply by the outgoing Friday's Mail to correspondence due by that week's inward Mail.

The following statement will show the dates upon which the Mails were delivered in this city from the 19th December till 16th June last :—

One Mail on Wednesday.
Eight Mails on Thursday.
Fourteen Mails on Friday.
One Mail on Saturday.
Two Mails on Monday succeeding.

The Mails carried by the Messageries Maritimes Company, leaving the East a week after those despatched by the Peninsular and Oriental Steam Ship Company, are generally delivered in this country only two days later, thus saving several days on the passage.

Your Memorialists feel the delay by the Peninsular and Oriental Steam Ship Company to be a serious public inconvenience, and they therefore respectfully pray that your Lordship may take this matter into your consideration, and that arrangements be made to ensure a regular and earlier delivery in the provinces, in no case later than Wednesday in each week, so as to allow of a reply being sent by the outward Mail of the same week.

Dated 26th July, 1880.

From VISCOUNT SANDON, Westminster, to the SECRETARY of STATE for INDIA.

I beg to transmit to you a Memorial from the Chamber of Commerce of Liverpool on the subject of the Eastern Mail Service, and to beg your careful consideration of the subject. I shall be obliged to you to be so good as to forward to me a reply which I may send to the Chamber.

Dated 22nd July, 1880.

To the SECRETARY of STATE for INDIA.

The Memorial of the Incorporated Chamber of Commerce, Liverpool

SHEWETH,—That several representations have been made to your Memorialists, pointing out that the apprehensions entertained with regard to the satisfactory working of the Eastern Mail Service under the new Time Table have had abundant proof in the serious inconveniences to which the existing arrangement has given rise during the past six months at home and in the East.

2. That in especial the Chamber of Commerce at Bombay have called the attention of your Memorialists to the serious inconveniences experienced by merchants and traders there through the Saturday evening departure thence, the statements regarding which have already been communicated to Her Majesty's Government.

3. That, under the new Time Table, the Eastern Mails become due in London at 2 a.m. on Thursday, where it is deemed that sufficient time is not afforded for letters to be replied to by the next outgoing Mail, which closes on Friday.

4. That as regards the large cities and towns in the provinces, as well as in the provinces generally, the new Time Table is found to operate most unsatisfactorily, and to give rise to even still greater inconvenience, as in those districts the Eastern Mail arrives either after or just before the close of the outward Mail.

5. That no port or place being more deeply interested in the proper adjustment of Mail Services to the needs of the commercial community than the Port of Liverpool, and in especial with regard to the Eastern Mail Service, your Memorialists accordingly communicated with the merchants of this port trading with the East on the subject of the representations referred to, and the feeling is unanimous here that the Time Table now in force gives rise to most serious inconveniences.

6. Your Memorialists therefore pray that there will be, on the part of Her Majesty's Government, a return to the system whereby the arrival of the Mails in London from the East took place earlier in the week, or that such other measures will be adopted as will remove the existing grievances of which complaint is made, as well as amply facilitate postal communications with and from the East.

No. 271 (*Financial*), *dated* 19*th August*, 1880.

From the SECRETARY of STATE for INDIA to the GOVERNMENT of INDIA.

In continuation of my despatch of this day's date, No. 270, on the subject of the date of the Mails leaving Bombay, I forward a copy of a further Memorial* from the Chamber of Commerce at Dundee; and I have to inform your Excellency that on the 5th instant I received at this office a very important deputation of gentlemen representing the various Chambers of Commerce, Banks, and Mercantile Bodies interested in the question.

2. A strong feeling was expressed by them in favour of a restoration of the system under which letters used to be delivered in London on Monday, which would imply a departure from Bombay on Wednesday in the fair season and on Monday during the monsoon.

3. It was suggested that, if it was necessary to have a fixed day for the departure from Bombay throughout the year, Tuesday would be the most suitable; but this is open to the objection that the Mails would arrive in London on Sunday during the larger portion of the year. A departure from Bombay on Wednesday would seem to meet the views of all those in the United Kingdom who are interested in the subject, except that during the monsoon letters would not be delivered in Scotland in time for a reply the same week.

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* Identical with that from Huddersfield, see p. 131.

4. I am much impressed with the importance of meeting the views of the mercantile community in this matter, which appear to me to be reasonable, and I cannot avoid the conclusion that the plan of having one fixed day of the week for the departure from India all the year round must be given up. If this concession be made by India, the precise days to be fixed for the departure of the Mails from Bombay may be left to be mainly determined by the convenience of the mercantile community in India, subject to the condition that the Mail shall arrive in London not later than Tuesday. So far as I am able to judge, a despatch from Bombay on Thursday in the fair season and Monday in the monsoon will best secure this result, as this will admit of the Mails leaving Calcutta on Monday and Friday, and Madras on Tuesday and Saturday respectively, arriving in London in the fair season on Tuesday and in the monsoon on Monday.

5. It is understood that the Peninsular and Oriental Steam Navigation Company require four months' notice of any change, so that there is an urgent need of settling the dates in order that the Time Tables for 1881 may be prepared forthwith.

6. I shall be glad to learn your Excellency's reply by telegraph as early as possible.

CHAMBER OF COMMERCE, BOMBAY, *12th October*, 1880.

To the SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 3528 of the 1st instant, forwarding copy of a letter from the Government of India, No. 2904, dated 21st ultimo, with enclosures, on the subject of fixing the day of the departure of the weekly Overland Mail steamers from Bombay, and requesting that Government may be favoured at an early date with the opinion of the Chamber of Commerce on the points specified in that letter, for communication to the Government of India.

On receiving your letter, the Committee convened a Special General Meeting of the Chamber for the purpose of considering these communications, which had, moreover, been previously circulated among the members of the Chamber. At this Meeting, which was numerously attended, the following resolutions were passed unanimously :—

1. That this Chamber considers it essential to the convenience of the mercantile community here that the Mails should leave Bombay in the evening at sunset.

2. That, in the opinion of this Chamber, the interests of the mercantile community will not suffer

materially if the principle of one fixed day for the departure of the Mails from Bombay be surrendered.

3. That, having consideration to the convenience and interest of the various mercantile communities of England and India, and more especially to the representations that have been made by the commercial communities in the English provinces, this Chamber is of opinion that the days most convenient for all interests are those suggested by the Marquis of Hartington, viz. :— Thursday evening during the N. E. Monsoon, and Monday evening during the S.W. Monsoon, and that this Chamber strongly urges the adoption of the Secretary of State's proposal.

In forwarding these resolutions, for transmission to the Government of India, I am desired particularly to bring to the notice of His Excellency the unanimity of the views of the Chamber, and the especial stress that was laid against a morning departure, more especially as it was elicited in the course of the proceedings that the difficulties with which the P. & O. Company would have to contend rendered the possibility of a saving of eight hours in Egypt problematical, if not out of the question.

The great inconvenience which a morning departure would cause to those engaged in the export trade of this port has already been set forth in the letter addressed by this Chamber to the Director General of the Post Office of India, dated 14th July last, an extract of which is attached hereto ; and the Committee may also mention that they have learned that the G. I. P. Railway Company will be prevented from running the mail trains down the Bhore Ghat, in darkness, during the S.W. Monsoon, which would, if a morning despatch were decided on, result in frequent detentions of the Overland Mails during that season.

The Committee, therefore, desire respectfully to protest against the proposal of a morning despatch of the Mails from Bombay, and they sincerely hope that His Excellency will, in deference to the unanimous wish of the mercantile community of this Presidency, urge the Government of India to abandon it.—I have, &c.,

J. GORDON, Secretary.

After the Annual Report of the Committee had been sent to the press, the following further communications on the subject of the Departure of the Overland Mail Steamer from Bombay were received :—

No. 1759.

GOVERNMENT OF INDIA.

DEPARTMENT OF FINANCE AND COMMERCE.

SEPARATE REVENUE.
Post Office.

FORT WILLIAM, 30*th December*, 1880.

Read the following :—

No. 57, dated 2nd November, 1880.

From the GOVERNMENT of INDIA to the SECRETARY of STATE for INDIA.

On receipt of your Lordship's Despatches Nos. 270 and 271, dated 19th August, upon the subject of the day on which the weekly Mail for Great Britain should leave Bombay, we thought it expedient to consult, afresh, the commercial communities of the three Presidency Towns, whose interests are chiefly affected. We forward, herewith, our correspondence* with these Bodies.

2. In deference to the wishes of those interested in Great Britain, and to your Lordship's conclusion as communicated to us in Despatch No. 271, the Indian Chambers of Commerce consent, with more or less reluctance, to give up the plan of a fixed day of the week for the departure of the Mail from Bombay all the year round, and on this basis consent to a Monday evening departure during the monsoon.

3. The Madras and Bombay Chambers would also accept your Lordship's proposal that the Mail should leave Bombay on Thursday evening in the fair season. But to this the Bengal Chamber of Commerce strongly object, on the ground that it would involve the closure of the Mails in Calcutta on Monday evening.

4. Considering the importance of the commercial interests represented by the Bengal Chamber, and the serious inconvenience which would result from the closure of the Mail at Calcutta on Monday, we consider it essential that the Mails should not leave Bombay in the fair season before Friday.

* Will follow.

5. On behalf of those in Great Britain interested in the matter, your Lordship may, perhaps, hesitate to accept this conclusion, on the ground that it might involve a transgression of the condition which you prescribe, that the Mails shall arrive in London not later than Tuesday. This objection would be entirely overcome if the Peninsular and Oriental Company could undertake to perform the journey in one day less than their contract time. At least this much time is constantly saved on the outward route during the monsoon, and we apprehend that the Company would have no serious difficulty in ensuring the delivery in London on Tuesday of Mails leaving Bombay on Friday evening in the fair season.

6. If, however, the Peninsular and Oriental Company cannot undertake this, we are assured by our Director General of the Post Office that the same object might be gained if the Mail steamer were to leave Bombay in the morning at 10 a.m., instead of in the evening. In two letters to the General Post Office, which will be found in the Appendix, dated 16th March and 21st June last, Mr. Monteath has explained that, if the transit of the homeward Mail through Egypt can be effected as quickly as that of the outward Mail, namely, in 17 hours (and we can think of no reason why this should not be done), then a Mail leaving Bombay at 10 a.m. should reach Alexandria at 3 p.m., in ample time for the Mail steamer to leave the harbour by daylight, which is understood to be an indispensable condition. A Mail leaving Bombay at 6-30 p.m. will not, at the contract rate of speed, reach Suez before 6-30 a.m., or leave Alexandria before 7 a.m. the next day. Thus a Mail leaving Bombay at 10 a.m. would pass out of Alexandria no less than 16 hours earlier than if it left Bombay 8½ hours later, namely, at 6½ p.m. The whole of this 16 hours would be gained by the Mails of all India, excepting Bombay. The Bombay Mails would gain 7½ hours.

7. If this apparently careful calculation is correct, it would be acceptable to commercial interests throughout India, excepting at Bombay. The departure of the Mail steamer at 10 a.m. would be distasteful, and, we fear, inconvenient, to the commercial community of Bombay; but we should hope that, if it be practically demonstrated that, if the Mail steamer leave Bombay at 10 a.m., the Mails from all India will be delivered in London a day

earlier than if the steamer leaves Bombay at sunset, the Bombay community would cheerfully acquiesce in the inconvenience to local interests involved in that alternative for the fair season. We could not expect that community to consent, under any circumstances, to a Monday morning departure.

8. While we strongly urge, on behalf of Indian interests, that the weekly Mails should not leave Bombay in the fair season before Friday, we now leave the matter in your Lordship's hands. You will doubtless telegraph your decision.

Dated 23rd December, 1880.

Telegram from the SECRETARY of STATE for INDIA to the GOVERNMENT of INDIA.

Your Postal 57. After full consideration *I have* decided that *the* Mails *for Europe shall* leave Bombay at five *o'clock in the* afternoon, *on* Thursday in *the* Fair Season, and on Tuesday in *the* Monsoon.

Copy of the correspondence forwarded to the Director General of the Post Office of India; to the Government of Bengal, Bombay, and Madras, and the Chambers of Commerce, Bengal, Bombay, Madras, and Rangoon.

By order, &c.,
STEPHEN JACOB,
Asstt. Secy. to the Government of India.

P. AND O. S. N. COMPANY,
3rd January, 1881.

The SECRETARY Bombay Chamber of Commerce.

DEAR SIR,—I have the honour to inform you that a telegram has been received from the Managing Directors of this Company, announcing that the alteration in the departure of the homward Mail steamers will commence with the one leaving on Thursday, 10th February, and the hour will be changed to 5 p.m.—I am, &c.,

F. D. PARKER, Superintendent.

APPENDIX E.

THE INDIAN CUSTOMS TARIFF.

NOTIFICATIONS.

REVENUE DEPARTMENT,

BOMBAY CASTLE, *6th August*, 1879.

No. 4114.—The following Notification by the Government of India is republished :—

DEPARTMENT OF FINANCE AND COMMERCE.

SEPARTE REVENUE—CUSTOMS.

Simla, 30*th July*, 1879.

No. 1972.

I.—Read again—

Notification in the Department of Revenue, Agriculture and Commerce, No. 43, dated 18th March, 1878.

II.—Read the following Letters and Despatches :—

From the Bengal Chamber of Commerce, dated the 17th April, 1878, suggesting an alteration of the terms of the said Notification.

From Her Majesty's Secretary of State for India, Nos. 72 and 95, dated respectively, the 18th April and 16th May, 1878, forwarding representations from the Manchester Chamber of Commerce, and certain merchants of that city on the same subject.

To the Governments of Madras, Bombay, and Bengal, Nos. 65-67, dated the 28th June, 1878, calling for returns showing the effect on the cotton goods trade of the said Notification, and the replies received from those Governments.

From the Bengal Chamber of Commerce, dated the 8th July, 1878, suggesting a revision of the values under which duties are assessed under the Tariff Act XVI. of 1875, and suggesting that the Tariff Schedules generally should undergo yearly revision.

From the Chief Commissioner of British Burma, No. 932—311, dated the 17th May, 1878.

To the Chief Commissioner of British Burma, No. 69, dated the 17th July, 1878.

From the Government of Bombay, No. 3768, dated the 25th July, 1878.

To the Government of Bombay, No. 123, dated the 18th September, 1878.

From the Government of Bombay, No. 5191, dated the 10th October, 1878; No. 5912, dated the 16th November, 1878; and No. 6296, dated the 5th December, 1878.

To the Government of Bombay, No. 3, dated the 4th January, 1879.

From the Government of Bombay, No. 185, dated the 13th January, 1879.

To the Government of Bombay, No. 74, dated the 1st February, 1879.

III.—Read—

Letter No. 29 (Customs), dated the 7th February, 1879, to the Hon'ble T. C. Hope, C.S.I., and J. D. Maclean, Esq., appointing them to report upon the questions raised in the correspondence entered in Section II.

IV.—Read again—

Notifications in the Department of Revenue, Agriculture, and Commerce, Nos. 59 and 60, dated 13th March, 1879.

RESOLUTION.—By the instructions cited in the Preamble, the Hon'ble T. C. Hope, C.S.I., a Member of the Legislative Council of the Governor General, and Mr. J. D. Maclean, Collector of Customs at Calcutta, were appointed to report upon the following questions:—

(*a*) Whether, without too great a loss of revenue, the Notification No. 43 of the 18th March, 1878, could be amended so as more completely to exempt from duty all grey cotton piece-goods, and goods of the class produced or capable of being produced in Indian Mills:

(*b*) Whether the existing Tariff Valuations require revision:

(*c*) Whether it is desirable to revise the Tariff Valuations once a year; and, if so, how such yearly revision should be made:

(*d*) Whether the terms of the Notification of the 18th March, 1878, exempting certain articles from the import duties to which they are liable under the numbers in which they are entered in Schedule A of the Tariff Act of 1875 should not be re-considered, much doubt having been felt whether articles thus exempted are dutiable under other Numbers of the Schedule:

(*e*) Whether it is expedient to frame the Tariff so as to levy duty, as far as possible, at a fixed rate on quantity, instead of at a percentage on value:

(*f*) Whether the Tariff could be re-constructed, so as, by a more particular details of articles and greater precision of definition, to avoid doubts as to the classification of articles for duty; and

(*g*) Whether some articles still subject to Import Duty do not on their own merits, as well as with reference to the small revenue derived from them, deserve exemption as much as, if not more than, some of the articles exempted by the Notification of the 18th March, 1878.

2. The conclusions of the Tariff Commission upon questions (*a*) and (*b*) have been accepted by the Government of India, and embodied in Notifications Nos. 59 and 60 of the 13th March, 1879, the first exempting from customs-duties all grey cotton piece-goods, however designated, which are shown to the satisfaction of the Collector of Customs to contain no yarn of a higher number than 30s, and the second revising the Tariff Valuations.

3. On the subject of a yearly revision of Tariff Valuations (*Question c.*) the Commission make the following recommendations :—

"(*a*) The basis of the whole should be a monthly statement of average prices of all 'valuation' articles during the month, prepared by the Custom house appraisers, checked by their superiors, and published under the authority of the Customs-Collector. It must be distinctly understood that this is not to be a document compiled perfunctorily from some local trade circular, but a real record, based on admitted values of goods and on original enquiries in various quarters. As such, its preparation ought incidentally to be a material help to the appraisers in their daily duties. Such a statement should be kept at Calcutta, Bombay, Madras, Rangoon and Kurrachee, and possibly two or three other local ports.

"(*b*) At the five places above named, the statement should be published by the Customs-Collector: at Calcutta it will appear in his 'Monthly Commercial Guide' : elsewhere, it should be published as a sheet, like trade circulars, and not in the Government Gazette, which few look at.

"(*c*) The formal scrutiny of the statement by the mercantile community should be secured. In Calcutta, the Chamber of Commerce, in a letter to us, dated the 25th ultimo, express their readiness to undertake that their Secretary shall, within ten days after each monthly issue of the 'Commercial Guide,' either point out to the Customs-Collector, for prompt investigation and mutual settlement, any errors which may appear to exist, or intimate that the Chamber accept the prices as a fair statement of the rates prevailing in the market. In Bombay, where the Chamber do not, as in Calcutta, publish a fortnightly price circular of their own and keep an establishment for the purpose, and where much of the Foreign Indian Trade is in the hands of persons not Members of the Chamber, we understand that the plan hitherto adopted is preferred ; of the Chamber nominating annually a Special Committee representing all classes, and considering their recommendations at a General Meeting. At Madras, we cannot doubt that the Chamber will co-operate in some form which they find most suitable. At other places, where no Chamber

exists, probably two or more leading merchants would agree to form annually, with the Customs-Collector, a Committee to make recommendations.

"(*d*) As soon as the January statement is ready, the Customs-Collectors at the five ports named should send statements for the year from the 1st February preceding, and their own recommendations, as also whatever suggestions were made by the local Chamber of Commerce or Community, up to the Customs-Collector at Calcutta. All such documents should reach Calcutta by the end of February.

"(*e*) The Customs-Collector at Calcutta (*ex-officio*) and two other persons, official or non-official, to be appointed annually by the Government of India in February, should, not later than March 1st, consider all the recommendations received, and submit a Revised Schedule of Valuations to the Government of India in the Department of Revenue, Agriculture, and Commerce. This Schedule (as approved or revised by the Governor General in Council) should be published under Section 22 of the Customs Act, in time to come into force from April 1st. We consider it essential that an Appraiser should be sent from Bombay annually, with the statements, &c., to explain to the Calcutta Committee the peculiarities of the important trade of the place; but we see no necessity for the delay and expense involved in assembling a Committee annually from all parts of India.

"It will, of course, be understood that this annual revision will not prevent the raising or lowering of individual values at any time of the year, as the law provides, when special cases arise in which this is necessary."

4. These recommendations are adopted by the Governor General in Council, and should be carried out with the following modifications:—

(*a*) The returns of prices should be prepared only at Calcutta Bombay, Madras, Rangoon and Kurrachee, 95 per cent. of the whole foreign trade of India being concentrated at these five ports. It is not necessary, at any rate at present, to have returns kept up at other ports, as a Collector at a principal port, Rangoon for instance, can always keep himself informed of any abnormal fluctuations of prices at minor ports within the same Province.

(*b*) The returns should not be confined to articles subject to duty on a fixed Tariff Valuation, but should include articles dutiable *ad valorem*; for some of these may be found to be so uniform in quality and regular in price, as to be properly subject to duty on a fixed valuation—a system which always saves trouble and dispute. The return, in short, should include all principal articles of merchandise, whether free or dutiable, so as to form a record, which will be more and more valuable as time goes on, of the fluctuations of prices of imports and exports, free and dutiable, at the chief ports of

India. The returns of imports and exports should be separate, and should combine the details given in the Tariff Schedules A and B with those entered in the Alphabetical List of Articles A prescribed for statistical purposes.

(*c*) The statements for the year to the end of December should be sent to the Collcctor of Customs at Calcutta, so as to reach him, at latest, by the end of January. This officer, with the assistance of two other gentlemen, official or non-official, to be appointed by the Government of India, by the 1st of February, will prepare an amalgamated Statement of Prices for all India, which, with the statements for each port, and the connected documects, should be sent to the Government of India for consideration and approval by the 25th of February at the latest. The first Monthly Statement of Prices for the Current Year should be prepared for August, 1879.

5. With reference to the doubts and discussions occasioned by the provision of the Notification of the 18th March, 1878, that the articles named should be exempted from all import duties to which they are liable under the numbers in which they are entered in Schedule A of the Tariff Act of 1875 (Question *d*), the Commission observe that the action of the Government of India has not been consistent.

In letter No. 69 of 17th July, 1878, to the Chief Commissioner of British Burma, it was stated that—

"the Notification was carefully worded with the object of not exempting from duty, articles which, although dutiable under those Numbers of Schedule A. of the Indian Tariff Act, 1875, which it was determined to remove from the Schedule, might also be dutiable under other Numbers, still retained in the Schedule."

On the other hand, it was ruled in letter No. 123, dated the 18th September, 1878, that as the Headings for Flax and Hemp and articles made from them are among those exempted, Flax and Hemp piece-goods could not now be taxed under the Heading "No. 44, Piece-goods not otherwise described." It was observed in this letter that—"the Tariff of 1875 specified certain kinds of piece-goods, *viz.*, those made from Cotton, Flax, Hemp, Silk and Wool, each under a separate number, and in a separate Heading provided for the taxation of all kinds of piece-goods other than those specifically described. It seems clear that the exempting Notification of the 18th March must, in this case, be read with the Tariff Shedule of 1875, and that it would not be reasonable to group under the General Head No. 44, two descriptions of piece-goods which were always separately taxed, and which were never meant to be included in that number."

6. The Commission remark that two opposite principles have thus been recognized, upon either of which the question might be decided. They consider that the choice between them should depend upon the object with which the Notification was issued. If that object was chiefly, even though not entirely, that of re-classfication, then the earlier ruling should be followed, and everything which can be brought in under some retained Head, though hitherto classed under a Head

now removed, subjected to duty. But if, as they believe, the object was to relieve from Customs duties many articles producing amounts so small as to be hardly worth collecting, then the principle of the letter No. 123 of the 18th September, 1878, is to be preferred.

7. Accordingly, the Commission make the following recommendations: Duty should in no case be levied on Articles—

(1) named as Sub-Heads under the exempted Heads, or

(2) hitherto treated as dutiable under the Sub-Head, "Other Sorts" of such Heads.

In cases where there may be no established standard of classfication for guidance, the custom and designation prevailing in the trade should be followed, rather than less obvious considerations. In the case of articles which reasonably fall under more Heads of the Tariff than one, according to the uses to which they are put, and which have, hitherto, been classed accordingly, regard should be had principally to the circumstances of importation indicating intended use, as well as to mere bulk or other standards. For example, Salad Oil, in a consignment from a Provisioner, should be taxed as Oilman's Stores, though "Oils" are free; and Quince or Coriander Seed included in an invoice of Medicines should be classified accordingly, though Seeds are no longer in the Tariff.

8. The Governor General in Council having considered these remarks, desires that the following rules may be observed in all Custom Houses:—

I.—Articles clearly intended by the Legislature to be classed under Numbers exempted by the Notification No. 43, dated the 18th March, 1878, shall not be liable to duty under any other Number, with the exception of Turpentine which, though exempted under No. 38, is again specifically mentioned under No. 41. This rule does not apply to Nos. 16 and 44, which were only partially exempted by the Notification. For example, all specified Sub-Heads of exempted Numbers shall be free of duty. Piece-goods made of flax or hemp, Nos. 21 and 26, shall be free and shall not be held liable to duty under No. 44. Railway Materials, No. 48, shall be free, and not liable to duty under any other Number.

II.—Whenever a reasonable doubt arises as to the Number under which the Legislature intended any article to be subject to duty, a reference shall be made to the Government of India, stating (1) the practice before the Notification of the 18th March, 1878, and (2) under what Number the article would come according to the custom of the trade.

9. As to question (*e*), the Commission are not in favor of a revision of the Tariff in view to the levy of the duty on quantity rather than on value; and as yearly revisions of Valuations will remove all serious objections to the levy of a percentage on value, the expediency of the indicated change of system need not be further discussed at present.

10. On the subject (*f*) of revising and extending the classification

of the Tariff Schedule, the Commission have made several suggestions, which will be considered whenever the Tariff Act is revised.

11. With reference to question (*g*), the Commission record their opinions in detail in regard to various articles, suggested as deserving of exemption, and conclude by saying that, on the whole, they do not consider the case of any of them to be so urgent as to necessitate present action. This question may accordingly stand over until some future time.

12. In paragraph 12 of their letter No. 6 of the 11th March, 1879, the Commission state that the recommendation in paragraph 22 of the Report of the Tariff Committee of 1875 has never been fully carried out. They think that each "local volume" of the Statistics of Trade and Navigation should contain a statement of the Quantities, Values, and Duties under each Sub-Head, and that the volume for all India should show, in a statement analogous to that already specially prepared for cotton goods, those particulars for each Province, with totals.

13. The suggestions of the Committee of 1875 were communicated to the Local Governments, to whom instructions were issued on the 15th December, 1876, Nos. 621-624, that the local annual volumes of the sea-borne trade with Foreign Countries should exhibit, in addition to the Heads and Sub-Heads prescribed in the Statistical List A, the Sub-Heads of the Tariff Schedule in Table No. 22 of general imports of articles subject to duty ; and that in Table 23-1 (exports to foreign ports of principal articles of Indian produce and manufacture) cotton manufactures should be sub-divided in accordance with the divisions adopted in the Tariff for imported cottons. These orders were not issued soon enough to be carried out earlier than in the volumes for the year 1877-78.

14. The Governor General in Council now directs that, in the Annual Volume for 1878-79 and thereafter, Table No. 22 (Quantities of certain Principal Articles passed for Home consumption), and Table No. 15 (Gross Amount of Customs Duty received on imported merchandise (subject to duty) shall show all the Sub-Heads of the Imports Tariff Schedule besides the details of the List A, prescribed for statistical purposes.) In Table No. 15, the detailed information should be given, as far as practicable, for the four years previous to 1878-79.

No. 6360.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 27*th November*, 1879.

Memorandum from the Government of India—Forwarding, for information and guidance, in continuation of their Resolution No. 1972, dated 30th July last, the following extract from their proceedings in the Department of Finance and Commerce, dated 19th November 1879 :—

"In paragraph 4 of the Resolution in the Department of Finance

and Commerce, No. 1972, dated the 30th July 1879, instructions were given for the preparation in Calcutta, Bombay, Madras, Rangoon and Kurrachee, of a monthly return of average prices of all principal articles of import and export.

"2. It seems from the statements prepared under these instructions at Calcutta, Bombay and Rangoon (from which places only have statements as yet reached the Government of India) that some misapprehension exists in regard to the principle on which they should be prepared. If the monthly returns are to be of practical value the principle stated in paragraph 8, clause (*c*) of the Tariff Commission's Report, that 'the formal scrutiny of the statement by the mercantile community should be secured,' must be carried into effect. For this purpose, the statement should be so framed in every way that any merchant would be able to detect errors or misquotations in respect of the articles in which he deals, and bring them to the notice of the local Collector of Customs or the Chamber of Commerce. In other words, the list should quote articles in the denominations in which they are locally sold, and give the local market prices. If twist, for instance, is quoted in pounds where the local custom is to quote it in bundles, and if the price be the strict 'real value' as defined in the Customs Act, Section 30, no merchant will take the trouble to convert the quotations into the terms of those current in the local market, and nobody will subscribe for the list. Whether circulated free of charge or published in the *Government Gazette* it will be generally useless to merchants, and the monthly check which the Calcutta Chamber of Commerce has promised to apply to these returns will become more difficult of application.

"3. The list should in fact be a local 'trade circular' speaking the language of the local trade, and capable of immediate comparison with the trade circulars issued by private firms or by the Chamber of Commerce. It should be prepared in the Appraising Branch of the Custom House under the responsibility of the head appraiser, and be based, as observed in paragraph 8, clause (*a*) of the Tariff Commission's Report of the 11th March 1879, 'on admitted values of goods and on original enquiries in various quarters,' the former being used to check the latter. It should contain every separate item specified in the Tariff Schedule in which there is any local trade, and it may include as many subordinate denominations as may be necessary to arrive at a fair average in any instance, or for convenience of local testing. In the case of cotton goods, besides other subdivisions, the qualities, which under present orders are admitted free, should be shown separately from those which are dutiable.

"4. The Governor General in Council desires that the Collectors of Customs should be instructed without delay to prepare the monthly returns in accordance with these remarks. The returns should be prepared in communication with the mercantile community whose suggestions should be freely invited as to the articles which should be shewn in the lists and the terms of quantity in which prices should be stated.

"5. Besides these monthly returns; the Government of India also contemplated the preparation by the Customs Collectors of Calcutta,

Bombay, Madras, Rangoon and Kurrachee of an annual return giving the average prices for the calender year of all articles of import and export, the return to be compiled from the monthly returns of prices.

" 6. It is requested that this return may be compiled in the form shewn below :—

1	Present Tariff if any.		Market Prices.					9	10	
	2	3	4	5	6	7	8			
Heads and Sub-heads.	Per.	Value.	1877.	1878.	1879.	Average of the three years.	Reduced average.	Tariff value proposed by Collector of Sea Customs.	Suggestion by Local Chamber, &c., if any.	Remarks

It should include comparative figures for three years and contain any remarks that may seem required on the state of trade or its fluctuations in any particular article. The market prices (columns 4, 5 and 6) and the average (column 7) should be stated in the terms of quantity used in the local market and should correspond, in regard to denomination and the basis of value, with the monthly returns, the table being framed on the same principal.

" 7. The 'reduced' average prices and Tariff value in columns 8 and 9 of this return should be given for the denominations used in the Tariff Schedule, the values being the real values required by the Customs Act for the assessment of duty, not the market prices entered in the previous columns. The return for the current year should be forwarded to the Collector of Customs at Calcutta, before the close of January next for incorporation into a general return for India. The figures for 1877 and 1878 which are to be shown in the return for 1879 may be taken from the returns which were furnished for the use of the Tariff Commission in February last."

Resolution.—Copies to be forwarded to the Commissioner of Customs, Opium and Abkari, the Commissioner in Sind, the Collector of Salt Revenue and the Collectors of Customs, Bombay and Kurrachee, for information and guidance, with reference to Government Resolution No. 4306, dated 18th August, 1879.

JOHN NUGENT,
Acting Secretary to Government.

No. 185 OF 1880.

BOMBAY CUSTOM HOUSE, 22*nd January*, 1880.

From the COLLECTOR of CUSTOMS and OPIUM, Presidency Division ; to the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 2960 of the 22nd ultimo, I shall be obliged by your informing me, when I may expect to receive the Chamber's suggestions in regard to the revision of Tariff valuations for the year for incorporation in the statement to be submitted from my office in accordance with the Government of India's instructions maginally quoted.—I have, &c.,

Extract from Proceedings of Government of India, dated 19th November 1879, para. 6 embodied in B. Government Resolution No. 6360 of 27th Idem.

A. C. TREVOR,
Collector of Customs.

VALUES of ARTICLES on which Customs Duty is assessed and Alterations proposed by the Bombay Chamber of Commerce on 30th January, 1880.

IMPORT TARIFF.

No.	Names of Articles.	How Charged.	Tariff Valuation.	Present Duty.	Proposed Valuation.	Remarks.
		Per	Rs. A.		Rs. A.	
1	APPAREL, INCLUDING HABERDASHERY AND MILLINERY, BUT EXCLUDING BOOTS, SHOES, AND HOSIERY	...	*Ad valorem*	5 ℘ cent.	*Ad valorem*	
2	ARMS, AMMUNITION, AND MILITARY STORES—					
	Fire-arms, and parts thereof ...	...	*Ad valorem*	10 ℘ cent.	*Ad valorem*	
	Gunpowder, common	lb	0 5		0 5	
	Gunpowder, sporting	lb	1 0		1 0	
	All other sorts	...	*Ad valorem*		*Ad valorem*	
	[Gunwads held to be Ammunition. See Sec. VIII, Schedule 2, Indian Arms Act, 1878.]					
3	CHEMICAL PRODUCTS AND PREPARATIONS—					
	Acid, Sulphuric	...	Free.		...	
	Alkali, country (sajji khar) ...	...				
	Alum	...				
	Arsenic	...				
	Arsenic, China Mansil	...				
	Brimstone, flour	...				
	Brimstone, roll	...				
	Brimstone, rough	...				
	Copperas, Green	...				
	Salammoniac	...				
	All other sorts	...				
	[Chemical Products & preparations containing 20 per cent. or more of proof Spirit to pay duty as spirit. Sec. XXI. of Sea Customs Act, 1878, being applied.]					

4	CHINESE AND JAPANESE WARE, INCLUDING LACQUERED WARE, BUT EXCLUDING EARTHENWARE, CHINA, AND PORCELAIN.	...	*Ad valorem*			*Ad valorem*		
5	CLOCKS, WATCHES, AND OTHER TIME-KEEPERS	...	*Ad valorem*			*Ad valorem*		
6	CORAL, REAL	...	*Ad valorem*		5 ℘ cent.	*Ad valorem*		
7	CORK AND ARTICLES MADE OF CORK—							
	Bottle-corks	gross	1	8		1	8	
	Vial-corks	gross	0	8		0	8	
	All other sorts	...	*Ad valorem*			*Ad valorem*		
8	COTTON AND ARTICLES MADE OF COTTON—							
	Cotton hosiery	...	*Ad valorem*			*Ad valorem*		
	Cotton rope	cwt	25	0		25	0	
	Country canvas	cwt	50	0		50	0	
	Piece Goods—							
	Grey—							
	Jacconets, exceeding 10 by 10 to the quarter inch	lb	0	10½		0	11	
	Jacconets, other sorts	lb	0	9		0	9½	
	Mulls	lb	0	14		0	15	
	Printers	lb	0	10		0	10½	
	Shirtings and Longcloths ...	lb	0	8½	5 ℘ cent.	0	9	
	T. Cloths 18 reed and upwards, and Madapollams	lb	0	8½		0	9	
	T. Cloths under 18 reed, Jeans, Domestics, Sheetings, and Drills ...	lb	0	7		0	7	
	Other sorts...	...	*Ad valorem*			*Ad valorem*		
	Sewing Thread—							
	*Goa and Country	cwt	30	0		...		* The Committee recommend that this item be struck out. The article is not imported, and, if it were, there would be no duty, as Goa is now placed on the same footing as other Indian ports.
	On reels or cards containing 100 yards each, and *pro rata* above and below*	gross	3	0		3	0	
	White and coloured	lb	1	0		1	0	

*Duty to be charged either on the mark or on the actual length.

IMPORT TARIFF—*Continued.*

No.	Names of Articles.	How Charged.	Tarif Valuation. Rs.	A.	Present Duty.	Proposed Valuation. Rs.	A.	Remarks.
	COTTON AND ARTICLES, &c.—*Contd.*	Per						
	Twist—							
	Mule—Nos. 33 to 42	lb	0	8½		0	9	
	Nos. 43 to 52	lb	0	10		0	10½	
	Nos. 53 to 60	lb	0	11½		0	12	
	Nos. 61 to 70	lb	0	13½		0	13½	
	Nos. 71 to 80	lb	0	15		0	15	
	And so on, one anna to be added to the valuation per lb. for every count of ten, or part of a count of ten, above 80.				3½ ℘ cent.			
	Water—Nos. 21 to 30	lb	0	8		0	9	
	Nos. 31 to 40	lb	0	10		0	11	
	Nos. 41 to 50	lb	0	11½		0	12½	
	Above 50	lb	0	14		0	15	
	Twist, Orange Red, and other colours except Turkey Red* ...	lb	0	10		0	11½	
	Twist, Turkey Red, all kinds* ...	lb	1	3		1	2	
	*Duty to be charged on the grey weight of the coloured yarn: when this is not ascertainable, the actual wharf weight, or invoice weight, to be taken.							
	Cotton Goods, all other sorts ...	...	*Ad valorem*			*Ad valorem*		
9	DRUGS AND MEDICINES, EXCEPT OPIUM—							
	Aloes, black	cwt	11	0		14	0	
	Aloes, Socotra	cwt	25	0		28	0	
	Assafœtida (hing)	cwt	70	0		75	0	
	Assafœtida coarse (hingra) ...	cwt	11	0	5½ ℘ cent.	12	0	
	Camphor, Bhemsaini (baras) ...	lb	80	0		80	0	
	Camphor, refined, cake	cwt	55	0		55	0	
	Camphor, crude, in powder ...	cwt	45	0		50	0	
	Cassia lignea	cwt	22	0		26	0	

	Salep	cwt	90	0		90	0	
	Senna leaves	cwt	4	0		4	0	
	*							
	All other sorts, except Quinine, which is free	...	*Ad valorem*			*Ad valorem*		*The Committee recommend that the following additional items be inserted here :— Rs. a. "Aloe wood ... ... 3 0 per lb." "Brimstone, Amalsara ... ...40 0 per cwt." "Chiba Root, rough. 9 0 per cwt." "Do. scraped.22 0 per cwt." "Galingal, China ... 8 0 per cwt." "Pellitory, Akikara.35 0 per cwt." "Storax, liquid, Roso Mellocs ... ...36 0 per cwt."
	[Drugs and Medicines containing less than 20 per cent. of proof spirit to pay duty at 5 per cent. *ad valorem*, but those containing 20 per cent. or more of proof spirit to pay duty as Spirit Sec. XXI. of the Sea Customs Act 1878 being applied. Drugs imported by paper manufacturers and shown to the satisfaction of the Chief Customs authority of the place where they are imported to be intended solely for use in the manufacture of paper, exempted from duty.]							
10	DYEING AND COLOURING MATERIALS—							
	Aniline dyes—Magenta and Roseine†	oz	0	4		...		†The Committee recommend that this item be quoted at Rs. 4 per lb. They also recommend that "Scarlet" be added and charged at Rs. 3 per lb.
	Cochineal	lb	1	8	5 ℘ cent.	1	12	
	‡Gallnuts, country, Myrabollam ...	cwt	2	12		...		‡This article is imported only from Goa, and should therefore be struck out.
	Gallnuts, Persian	cwt	35	0		35	0	
	Madder or manjith	cwt	12	0		12	0	
	Orchilla weed	cwt	5	0		5	0	
	Sapan wood and root	cwt	5	8		5	8	
	* †All other sorts	...	*Ad valorem*			*Ad valorem*		
	*[Duty on Lace remitted by Notification, Dated 14th July 1877.]							
11	†EARTHENWARE (EXCEPT EARTHENWARE PIPING) CHINA, CHINA CLAY AND PORCELAIN	...	*Ad valorem*			*Ad valorem*		
	[†Ochre, China Clay and Rosin, imported by paper manufacturers and shown to the satisfaction of the Chief Customs authority of the place where it is imported to be intended solely for use in the manufacture of paper, exempted from duty by Notification, dated 13th January 1876.]							

IMPORT TARIFF—*Continued.*

No.	Names of Articles.	How Charged.	Tariff Valuation.	Present Duty.	Proposed Valuation.	Remarks.
			Rs. A.		Rs. A.	
12	FIREWORKS—	Per				
	China	box of 133¼ lbs	30 0		30 0	
	All other sorts	...	*Ad valorem*		*Ad valorem*	
13	GLASS, GLASS-WARE, BEADS, FALSE PEARLS, AND FALSE CORALS—					
	Bangles, Glass, China, gilt ...	100 pairs	6 0		12 0	
	Bangles, Glass, China, not gilt ...	100 pairs	3 0		2 8	
	Beads, China	cwt	30 0		30 0	
	Coral, false	...	**Ad valorem*			* The Committee recommend that instead of "*Ad valorem*" this article be charged at "Re. 1 per corge of 2,000 beads."
	Glass, China, of all colours ...	133⅓ lbs.	32 0		32 0	
	Glass, Crown, coloured	100 supl ft.	25 0		25 0	
	Glass, Crown, of sizes	100 supl ft.	5 4		6 0	
	Pearls, False—					
	Bajria	lakh	3 0		3 0	
	Boria	thousand	1 0		0 14	
	Jouria	lakh	5 0	5 ℘ cent.	5 0	
	Nathia	thousand	0 3		0 3	
	Tachea	thousand	1 0		0 14	
	Wattanah	lakh	9 0		9 0	
	* All other sorts of beads, false pearls and glass, except bottles used to bottle beer, wine, spirit, or aërated waters, which are free ...	...	*Ad valorem*		*Ad valorem*	* The Committee recommend that the following additional item be inserted here:—"Lolakh, 12 annas per 1,000."
14	GUMS, GUM RESINS, AND ARTICLES MADE OF GUM OR GUM RESIN—					
	Copal	cwt	55 0		55 0	
	Cutch and Gambier	cwt	12 8		12 8	
	Gum Ammoniac	cwt	13 0		13 0	
	Gum Arabic	cwt	13 8		13 0	
	Gum Bdellium (common gum) ...	cwt	6 0		6 0	

	Gum Benjamin...	cwt	40	0		40	0		
	Gum Bysabol (coarse myrrh) ...	cwt	13	0		16	0		
	Gum Olibanum or frankincense ...	cwt	12	0		12	0		
	Kino	cwt	10	0		10	0		
	Myrrh	cwt	32	0		35	0		
	*Myrrh Persian (false) ...	cwt	3	0		4	0		* The Committee recommend that the word "Myrrh" in this item be struck out, and the word "Gum" substituted.
	†Rosin	cwt	5	0		5	0		
	[† See remarks on Ochre and China Clay, &c., under No. 11.]								
	All other sorts	...	*Ad valorem*			*Ad valorem*			
15	HARDWARE AND CUTLERY, including Ironmongery and Platedware, but excluding Machinery and the component parts thereof, which are free, and Agricultural Implements, which also are free	...	*Ad valorem*			*Ad valorem*			
	[See Sec. VIII, Schedule 2, Indian Arms Act XI. of 1878.]								
16	INSTRUMENTS AND APPARATUS—								
	Musical Apparatus	...	*Ad valorem*		5 ℘ cent.	*Ad valorem*			
	[Regimental Band Instruments exempted from duty by Notification, dated 21st Sept. 1877. This exemption includes Band Instruments of duly constituted Volunteer Corps, dated 11th March 1878.]								
17	IVORY AND IVORY WARE—								
	Unmanufactured—								
	Elephants' grinders	cwt	125	0		125	0		
	Elephants' tusks, each exceeding 20 lbs. in weight, and hollows each weighing 10 lbs. and over...	cwt	450	0		450	0		
	Elephants' tusks, not less than 10 lbs. and not exceeding 20 lbs. each, and hollows each weighing less than 10 lbs. ...	cwt	375	0		375	0		
	Elephants' tusks, each less than 10 lbs.	cwt	175	0		175	0		

IMPORT TARIFF—*Continued.*

No.	Names of Articles.	How Charged.	Tariff Valuation.	Present Duty.	Proposed Valuation.	Remarks
17	IVORY AND IVORY WARE—*Contd.*	Per	Rs. A.		Rs. A.	
	Sea-cow or moye teeth, each not less than 3 lbs.	cwt	175 0		115 0	
	Sea-cow or moye teeth, each less than 3 lbs.	cwt	45 0		45 0	
	* Articles made of ivory ...	...	*Ad valorem*	5 ℘ cent.	*Ad valorem*	* The Committee recommend that the following additional items be inserted here :— Rs. "Ivory Bangle Rings. 800 per cwt." "Cylinder Rings .....1,000 per cwt."
18	JEWELLERY INCLUDING PLATE—					
	Silver ware, Plain..... Other than European.	tolah	1 2		1 2	
	„ Embossed or chased. Other than European.	tolah	1 8		1 8	
	All other sorts, except Precious Stones and Pearls, which are free.	...	*Ad valorem*		*Ad valorem*	
19	LIQUORS—					
	Ale, Beer, and Porter... ... Cider, and other fermented liquors.	impl. gal. or 6 qrt. btls.	...	1 Anna.		
	Liqueurs	do.	...	Rs 4.		
	Spirits, for use exclusively in Arts or Manufactures or in Chemistry, which has been rendered effectually and permanently unfit for human consumption	...	*Ad valorem*	10 ℘ cent.	*Ad valorem*	† The Committee recommend that the duty on this article be reduced to 5 per cent.
	Spirits, other sorts	impl gal or 6 qrt. bot. of the strength of London proof	...	Rs. 4, and the duty to be increased in proportion as the strength of the Spirits exceeds London proof.		
	[See Sea Customs Act, 1878, Sec. CLI.]					

	Wines—							
	Champagne and all other Sparkling Wines	impl. gal. or 6 qrt. bot.	...		Rs. 2-8.			
	Claret, and Still Burgundy ...	do.	...		Re 1.			
	All other sorts of Still Wines ...	do.	...		Re. 1.			
20	MATCHES, LUCIFER, AND ALL OTHER SORTS ...		*Ad valorem*				*Ad valorem*	
21	METALS, UNWROUGHT, WROUGHT, AND ARTICLES MADE OF METALS—							
	Brass—							
	Beads, Ghungri, China ...	thousand	1	0			1	0
	Old	cwt.	30	0			30	0
	Sheets, rolls, very thin ...	cwt.	75	0			84	0
	Wire	lb.	0	7			0	6½
	All other sorts	...	*Ad valorem*				*Ad valorem*	
	Copper—							
	Australian cakes	cwt	45	0			47	0
	Bolt	cwt	46	0			48	0
	Braziers and sheets	cwt	46	0			48	0
	China cash	cwt	30	0	5 ℘ cent.		32	0
	Japan	cwt	41	0			43	0
	Nails and composition nails ...	cwt	46	0			48	0
	Old	cwt	40	0			40	0
	Pigs and Slabs, foreign ...	cwt	43	0			44	0
	Sheathing, plate, and raised bottoms	cwt	48	0			50	0
	Tiles, ingots, cakes, and bricks ...	cwt	44	0			45	0
	Other sorts, unmanufactured ...	...	*Ad valorem*				*Ad valorem*	
	China white copper-ware ...	lb.	1	2			1	2
	Foil or dakpana	100 leaves	3	0			3	0
	Copper—							
	Wire	lb.	0	9			0	9
	All other sorts	...	*Ad valorem*				*Ad valorem*	
	Gold Leaf, European	100 leaves	2	12			2	14
	Do. Mock	...	*Ad valorem*				*Ad valorem*	
	Iron—							
	Anchors and cables	...	*Ad valorem*		1 ℘ cent.		*Ad valorem*	

IMPORT TARIFF—*Continued.*

No.	Names of Articles.	How Charged.	Tariff Valuation.	Present Duty.	Proposed Valuation.	Remarks.
21	METALS, &c.—*contd.*	Per	Rs. A.		Rs. A.	
	*Angle and T iron	...	*Ad valorem*		...	*The Committee recommend that instead of "*Ad valorem*" this item be charged at "Rs. 120 per ton."
	Beams, pillars, girders, bridge-work, and other descriptions of iron, imported exclusively for building purposes...	...	*Ad valorem*		*Ad valorem*	
	Flat, square and bolt, including Scotch	ton	80 0		100 0	
	Galvanised...	cwt	11 0		11 0	
	Sheets and Ridging	cwt	11 0		11 0	
	Hoop, plate and sheet	ton	105 0		120 0	
	Nails, rose, clasp and flat headed, rivets and washers	cwt	11 0		11 0	
	Nails, other sorts, including galvanised	...	*Ad valorem*	1 ½ per cent.	*Ad valorem*	
	Nail rod	ton	85 0		105 0	
	Old	cwt	1 8		1 0	
	Pig	ton	42 0		50 0	
	Pipes and tubes	...	*Ad valorem*		*Ad valorem*	
	Rice bowls	set of ten	4 0		4 0	
	Ditto.	set of six	2 0		2 0	
	*					*The Committee recommend that the following additional item be inserted here:— "Ditto. In other sets. *Ad valorem*."
	Rod, round, British, not exceeding half-inch diameter	ton	90 0		110 0	
	Rod, exceeding half-inch diameter	ton	80 0		100 0	
	†Swedish, flat and square ...	ton	125 0		140 0	† The Committee recommend that this item be altered as follows:— "Swedish, flat, square, and round, of all sizes."

‡							
Tinned plates	cwt	12	0		11	0	‡ The Committee recommend that the following additional item be interested here:— "Swedish sheets. *Ad valorem.*"
All other sorts, including wire, but excluding railway materials, kentledge and Iron ore, which are free	...	*Ad valorem*		1 ℘ cent.	*Ad valorem*		
Lametta, double reels	score	4	8		4	0	
Lametta, single reels	score	2	4		2	0	
Lead—							
Ore, Galena	cwt	13	0		13	0	
Pig	cwt	12	0		11	0	
Pipes	...	*Ad valorem*			*Ad valorem*		
Sheets, Tea...	cwt	20	0		20	0	
Sheets, other sorts	cwt	13	0		12	0	
Orsidue and brass leaves, foreign, European	lb.	1	2		1	2	
Do. do. China	lb.	1	0		1	0	
Patent or Yellow Metals, sheathing sheets, and bolts ...	cwt	38	0		39	0	
Do. do. old	cwt	30	0		30	0	
Quicksilver...	lb.	1	4		1	2	
Shot, bird	cwt	16	0		16	0	
Steel, excluding railway materials—							
Blistered	cwt	8	0	5 ℘ cent.	8	8	
British and foreign other than Swedish	cwt	7	0		7	8	
Cast	cwt	20	0		20	0	
Spring	cwt	8	8		9	0	
Swedish	cwt	9	0		10	0	
Tin, Block	cwt	40	0		57	0	
§							§The Committee recommend that the following additional item be inserted here:— "Tin, Foil, China, 12 annas per lb."
Tin, other sorts	...	*Ad valorem*			*Ad valorem*		
Zinc or Spelter—							
Nails	cwt	20	0		20	0	

IMPORT TARIFF—*Continued.*

No.	Names of Articles.	How Charged.	Tariff Valuation.	Present Duty.	Proposed Valuation.	Remarks.
21	METALS, &c.—*Contd.*	Per	Rs. A.		Rs. A.	
	Plate and other shapes, soft ...	cwt	15 0		14 0	
	Plate and other shapes, hard ...	cwt	12 0		11 0	
	Sheet or Zinc sheathing ...	cwt	15 0	5 ℘ cent.	15 0	
	All other sorts, except Current Coin and Bullion which are free ...	...	*Ad valorem*		*Ad valorem*	
22	OPIUM NOT COVERED BY A GOVERNMENT PASS ... ... [See Sea Customs Act 1878, Sec. 20 (*b*) and the Opium Act 1878, Sec. 4 (*c*), 5 (*c*, and Proviso, and 6.]	seer of 80 tolahs.	...	Rs 24.	...	
23	PAINTS, COLOURS, PAINTERS' MATERIALS, AND COMPOSITIONS, FOR APPLICATION TO LEATHER AND METALS—					
	Ochre other than European, all colours ... ... [See remarks on Ochre, &c., under No. 11.]	cwt	1 4		1 0	
	Paints of sorts	cwt	12 0		11 0	
	Paints, Composition	cwt	30 0		30 0	
	Paints, Patent driers	cwt	14 0		14 0	
	Prussian blue, China	lb	0 8	5 ℘ cent.	0 8	
	Prussian blue, European	lb	1 6		1 4	
	Red lead	cwt	14 0		14 0	
	Turpentine	impl gal.	1 8		2 0	
	Verdigris	cwt	70 0		70 0	
	Vermilion, Canton	box or 90 bundles	80 0		75 0	
	White lead	cwt	12 0		12 0	
	All other sorts	...	*Ad valorem*		*Ad valorem*	
24	PERFUMERY—					
	*Atary, Persian	cwt	15 0		15 0	* The Committee recommend that this item be put under the head of "Drugs."

Perfumed Spirit in wood, or in bottles containing more than half a pint ...	impl gal.	...	Rs 4.		...	
Rose-flowers, dried	cwt	12 0			10 0	
Rose-water	impl gal.	1 12			1 12	
All other sorts, including perfumed spirits in bottles containing not more than half a pint	...	*Ad valorem*			*Ad valorem*	
25 PIECE GOODS, NOT OTHERWISE DESCRIBED—	...	*Ad valorem*			*Ad valorem*	
26 PROVISIONS AND OILMAN'S STORES—						
Bacon in canisters, jowls and cheeks ...	lb	0 12			0 12	
Beef and Pork	tierce of 3 cwt.	60 0	5 ℘ cent.		60 0	
Beef and Pork	barrel of 2 cwt.	40 0			40 0	
Cheese	lb	0 12			0 12	
China Preserves	box of 6 jars.	8 0			8 0	
Flour	barrel or sack of 200 lbs.	15 0			15 0	
Ghee	cwt	40 0			40 0	
Groceries not otherwise described ...	...	*Ad valorem*			*Ad valorem*	
Pork Hams	lb	0 12			0 12	
Salted Fish*	cwt	...	12 Annas.		...	
* Duty to be levied only on salted fish imported into the Bombay Presidency except Sindh, and into such other parts of Bri ish India as the Governor General in Council may, by Notification in the *Gazette of India*, from time to time, direct. [The duty has been extended to Salted Fish imported into Sindh, Notification, dated 28th Dec. 1877. See also Sea Customs Act, 1878.]						
Tongues, salted	keg of six	10 0	5 ℘ cent.		10 0	
Vinegar, European, in wood ...	impl. gal.	1 0			1 0	
Vinegar, Persian	impl. gal.	0 12			1 0	
*Vinegar, Country	impl. gal.	0 6			...	

*The Committee recommend that this item be struck out, as country Vinegar comes only from Goa.

IMPORT TARIFF—*Continued.*

No.	Names of Articles.	How Charged.	Tariff Valuation.	Present Duty.	Proposed Valuation.	Remarks.
26	PROVISIONS AND OILMAN'S STORES—*contd.*	Per	Rs. A.		Rs. A.	
	† All other sorts, except beche-demer, fishmaws, sharkfins, singally, and sozille, which are free	...	*Ad valorem*	5 ℘ cent.	*Ad valorem*	†The Committee recommend that the following additional items be inserted here:— "Sago ... Rs. 12 per cwt." "Tapioca . Rs. 12 per cwt."
27	SALT—					
	Imported into British Burmah ...	Ind. md. of 82⅔ lbs. av.	...	3 Annas.	...	
	Imported into Bengal	Do.	...	Rs 2-14.	...	
	[See the Salt Act 1877, Sec. IV. The duty on Salt imported into Bengal was reduced to Rs 2-14 per maund, by Notification, dated 31st July 1878. See also Sea Customs Act 1878.]					
	Imported into any other part of British India	Do.	...	Rs 2-8.	...	
28	SHELLS AND COWRIES—					
	Chanks—					
	Large shells, for cameos ...	hundred	6 0		6 0	
	White, alive...	hundred	6 0		6 0	
	White, dead...	hundred	3 8		3 8	
	Cowras—					
	From Mozambique and Zanzibar ...	hundred	0 8		0 8	
	From other places	hundred	0 8		0 8	
	Cowries—			5 ℘ cent.		
	Bazaar, Common	cwt	2 8		2 8	
	Maldive	cwt	7 8		7 8	
	Sankhli	cwt	50 0		50 0	
	Yellow, superior quality ...	cwt	2 8		2 8	
	Mother-o'-pearl	cwt	20 0		20 0	
	Tortoise-shell	lb	6 0		6 0	

	Tortoise-nakh ... ... *	lb	1	0		1	0	*The Committee recommend that the following additional item be inserted here :— "Nakhla ... Rs. 65 per cwt."
	All other sorts, †including nakhla ...	...	*Ad valorem*			*Ad valorem*		†They recommend that the words "including Nakhla" inserted here be omitted.
29	SILK AND ARTICLES MADE OF SILK—							
	Floss	lb	9	0		9	0	
	Piece Goods	...	*Ad valorem*			*Ad valorem*		
	Raw Silk—							
	Chaharam, Cochin China and Yellow Shanghai ... ... ‡	lb	4	8		4	8	‡The Committee recommend that the following items be inserted here :— "Shanghai, and other North China," and that they be charged at Rs. 5 per lb.
	Waste and Kutchra	lb	1	0		1	0	
	Mathow	lb	1	12		2	0	
	Other kinds of China	lb	7	0		7	0	
	Panjam	lb	1	4		1	6	
	Persian	lb	4	8		4	8	
	Siam	lb	2	0	5 ℘ cent.	2	0	
	Raw Silk the produce of the Tasar or other wild worm	lb	2	8		2	8	
	Sewing thread, China	lb	8	0		9	0	
	All other sorts	...	*Ad valorem*			*Ad valorem*		
30	SPICES—							
	Aniseed Star	cwt	33	0		32	0	
	Betelnuts—							
	Goa	cwt	12	0		...		This item should be omitted.
	In the husk	thousand	2	0		2	0	
	White, Srivardhan	cwt	18	0		20	0	
	All other sorts	cwt	9	0		9	0	
	Chillies, dried...	cwt	9	0		9	0	
	Cloves ... ... §	cwt	65	0		70	0	§The Committee recommend that the following item be inserted here :— "Clove stems and heads," and that the charge be Rs. 20 per cwt.
	Cloves in seed, Narlavang.. ...	cwt	24	0		24	0	
	Mace	lb	0	14		0	14	
	Nutmegs	lb	1	0		1	0	
	Nutmegs in shell	lb	0	6		0	8	

IMPORT TARIFF—*Continued.*

No.	Names of Articles	How Charged.	Tariff Valuation.	Present Duty.	Proposed Valuation.	Remarks.
			Rs. A.		Rs. A.	
30	SPICES—*Contd.*	Per				
	Pepper, black and long	cwt	20 0		20 0	
	Pepper, White..	cwt	32 0		32 0	
	All other sorts..	...	*Ad valorem*		*Ad valorem*	
31	STATIONERY (EXCEPT PAPER WHICH IS FREE)	...	*Ad valorem*		*Ad valorem*	
32	SUGAR—					
	China, Candy...	cwt	23 0		23 0	
	Loaf	cwt	30 0		25 0	
	Soft	cwt	15 0		16 0	
	All other sorts of saccharine produce..	...	*Ad valorem*		*Ad valorem*	
33	TEA—					
	Black	lb.	0 10		0 10	
	Green	lb.	1 2		1 0	
34	TOBACCO—					
	Manufactured	...	*Ad valorem*	5 ℘ cent.	*Ad valorem*	
	Unmanufactured	...	*Ad valorem*		*Ad valorem*	
35	TOYS AND REQUISITES FOR ALL GAMES...	...	*Ad valorem*		*Ad valorem*	
36	UMBRELLAS—					
	China paper kettisals	box of 110	45 0		45 0	
	Cotton, steel-ribbed	each	0 13		0 13	
	Cotton, cane-ribbed	each	0 12		0 12	
	Cotton, oiled, other than European ...	each	0 8		0 8	
	All other sorts	...	*Ad valorem*		*Ad valorem*	
37	WOOLLEN GOODS—					
	Braid	...	*Ad valorem*		*Ad valorem*	
	Hosiery	...	*Ad valorem*		*Ad valorem*	
	Piece Goods	...	*Ad valorem*		*Ad valorem*	
	All other sorts	...	*Ad valorem*		*Ad valorem*	

EXPORT TARIFF.

No.	Names of Articles.	How Charged.	Tariff Valuation. Rs. A.	Present Duty.	Proposed Valuation. Rs. A.	Remarks.
1	DYEING AND COLOURING MATERIALS—					
	Indigo—					
	Leaves, green or dry	Per ton	...	Rs. 3	...	
	Manufactured	Indian maund of 3,200 tolahs.	...		...	
2	GRAIN AND PULSE—					
	Rice in the husk (paddy) ...	Do.	...	3 Annas.	...	
	Rice not in the husk ...	Do	...		...	
3	LAC—					
	Button	cwt	...	Rs. 1-4.	...	
	Shell	cwt	...	Rs. 1-8.	...	

GC 34

Proceedings of the Special General Meeting of the Chamber on the 30th January, 1880, to confirm the Customs Tariff Valuations proposed by the Special Committee.

Mr. C. Macdonald, the Chairman of the Chamber, in the chair.

The Chairman said the members who formed the Committee which had revised the valuations had a special knowledge of the Zanzibar, the Gulf, and the China trade, and they had spent some time in going into the matter. He had not the advantage of attending the Meetings of the Committee, on account of illness, and he could not go into particulars. He, however, did not think it was necessary to do this. They would see that the prominent characteristic of the changes was, that in especial cases in which they were mostly interested the valuations had been raised. This was on account of the improved prices, of which they were all aware, and the Committee had not raised them more than they thought was quite justified by the present market rates.

Mr. Graham proposed that the Customs Tariff Valuation and the suggestions therein proposed by the Special Committee should be adopted by the Chamber. The prices contained in the tariff, he remarked, had been fixed in a very arbitrary way, and there had been a good deal of guess-work, but last year their guess-work was much better than the guess-work of Calcutta, because had the tariff the Chamber suggested been adopted, the prices would have been much nearer the truth. The Tariff Valuations adopted were a good deal lower than the market prices, but he did not suppose they were any the worse for that. He thought that their next application to Government should be to have the duty taken off semi-manufactured articles, such as yarns, copper and pig iron, which were sent into the country to be manufactured. Perhaps the time was not come for that yet. Not long since the Calcutta Chamber put before them a suggestion to revert to a general duty on all piece-goods, lowering the rates on those which are now charged five per cent. to two and a half per cent., and including what now came duty free, but he thought the Chamber was inclined to oppose this particular proposition, as it would be a very retrograde step.

Mr. Russell seconded the motion, which was carried unanimously, and there being no other business before the Meeting, the proceedings terminated.

APPENDIX F.

THE POSTAL CONVENTION OF PARIS SIGNED AT PARIS 1ST JUNE, 1878.

CHAMBER OF COMMERCE, BOMBAY, 31*st October*, 1879.

To the DIRECTOR GENERAL of the POST OFFICE of INDIA, Simla.

SIR,—I am directed by the Committee of the Chamber of Commerce to bring to your notice the anomaly in the rates of postage chargeable in India upon letters and newspapers addressed *viâ* Brindisi to the United Kingdom compared with the rates charged on letters and newspapers addressed *viâ* Brindisi to the Continent of Europe and America.

The rates charged on letters addressed to the United Kingdom *viâ* Brindisi are 5 annas per ½ oz., and on newspapers 2 annas per 4 oz., while the rates on letters to Germany *viâ* Brindisi are only 3 annas for letters and 1 anna for newspapers, although the distances to many places in Germany are very little less, and in some cases greater, than the distances to the United Kingdom. The rates of postage to Russia, including Finland, on letters addressed *viâ* Brindisi through Germany are 3 annas per ½ oz. for letters, and 1 anna for newspapers, being the same as the rates to Germany, and 2 annas less for letters and 1 anna less for newspapers than the rates charged to the United Kingdom; although the distance to Russia is much greater than to the United Kingdom. Again, the rates of postage charged on letters and newspapers addressed to the United States of America *viâ* Brindisi, through the United Kingdom, are the same as the rates to the United Kingdom only, viz., 5 annas per ½ oz. for letters, and 2 annas for newspapers.

The same anomaly appears also in the rates of postage chargeable in the United Kingdom, in the United States of America, and in Germany, to India. The rates charged in the United Kingdom on letters addressed to India *viâ* Brindisi are 6d. per ½ oz., and on newspapers 2d. per 4 oz., while the rates from the United States or Germany *viâ* Brindisi are 2½d. for a letter and 1d. for a newspaper.

The Committee are wholly at a loss to conceive on what principle these arrangements were entered into. The correspondence between England and India is probably greater than the correspondence between India and all other countries taken together, and this consideration alone should have entitled it to cheaper rates of postage. That correspondence, however, is, in fact, taxed for the benefit of foreigners, and the British and Indian Governments are giving the advantages of the Overland Postal Service, which costs their respective people a heavy sum, to foreigners at considerably less rates than are charged to their own countrymen. The Committee respectfully submit that this anomaly should cease, and that the people of India and Great Britain, who pay for the postal service, should have the privileges given to other countries. If it be argued that the loss of revenue in working

the Overland Postal Service is already very heavy, then I am to point out that reduced rates of postage on letters between England and India would probably result in so great an increase of letters and newspapers being sent by the Overland Mail Service as to lead to a considerable augmentation of the postal revenue.

The Committee direct me respectfully to ask you if you will be so good as to submit the whole subject to the Government of India, with a view to the rates of postage between the United Kingdom and India, and India and the United Kingdom, being placed on the same footing with the rates charged from the Continent of Europe and the United States of America to India, and from India to those countries; and in the meantime they will be much obliged to you if you will kindly favour the Chamber with a copy of the proceedings of the Postal Union Convention recently held at Paris.—I have, &c.,

J. GORDON, Secretary.

No. 7163.

SIMLA, 11*th November*, 1879.

From A. M. MONTEATH, Esq., Director General of the Post Office of India, to the SECRETARY to CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter, dated the 31st October, 1879, expressing the inability of the Committee of the Chamber of Commerce to understand the principle upon which the arrangements about foreign postage rates have been entered into, and requesting that the whole subject may be submitted to the Government of India, with a view to the rates of postage on correspondence passing in either direction between India and the United Kingdom being placed on the same footing as the rates charged on correspondence similarly passing between India on the one hand and the Continent of Europe and the United States of America on the other hand.

2. I shall in the first place endeavour to explain to the Chamber the principle which governs the present arrangements.

3. The international Postal Convention, concluded in Paris in 1878, provided for three different scales of postage rates, viz. :—

(I.) The ordinary union scale of rates, applicable wherever the transit does not include sea conveyance exceeding 300 miles, viz. :—

	Cents.		Pence.
Letters per 15 grammes (about ½ oz.) ...	25	=	About 2½.
Post Cards	10	=	About 1.
Printed Articles, Samples, &c., per 50 grammes (nearly 2 oz.) ...	5	=	About ½ with certain minimum charges which it is unnecessary here to detail.

(II.) The ordinary union scale of rates, increased by sea rates wherever the sea conveyance exceeds 300 miles. The rates so increased were limited by the Convention as follows;—

	Ordinary. Cents.		Sea Rate Cents.		Total. Cents.	Pence.
Letters as above	25	+	25	=	50	or about 5
Post Cards	10	+	5	=	15	or about 1½
Printed articles, &c., as above ...	5	+	5	=	10	or about 1

(III.) Either of the two scales of rates mentioned above, increased by the actual cost of any extraordinary service such as transit by special train.

4. It was in the option of any country to forego the collection of the additional sea rates authorized under head No. II., and this option has been exercised by the countries mentioned in the margin.* Most of these countries had so little sea-borne correspondence to deal with that it was hardly worth their while to have separate rates for it. But in the cases of Germany and the United States which had considerable sea-borne correspondence, the principle was no doubt that of making the cost of sea conveyance a charge not upon the correspondence itself but upon the general revenues of the State.

*Bulgaria, Egypt, Germany, Greece, Luxembourg, Roumania, Russia, Turkey, and United States of America.

5. It was also in the option of any country to forego the collection of the extra rates authorized to meet the expense of transit by special train; but there were very few instances of the use of special mail trains. The special train for the conveyance of the eastern mail across the Continent of Europe and a similar service across the United States of America were the only instances of importance.

6. The fact of a special train service being used at great cost to convey the eastern mails across the Continent of Europe, and the consequent levy of extra postage to meet the extra cost so incurred was the main cause of the difference of rates. The extra postage so levied was rather below than above the actual extra cost involved in transit by special train. If India were content with the ordinary train service across Europe, there would be no necessity for levying the extra postage: but the Government had always regarded it as a proper thing to make the large extra cost involved in the special train service a charge upon the correspondence so conveyed, the only other way of meeting it being that of defraying it from the general revenues of the country.

7. I do not think that the present would be a favourable time to raise the question of throwing an additional burden upon the State by the remission of postage revenue: the more so because the loss of revenue on the sea service which connects India with Europe is already very heavy.

8. I do not lose sight of the anticipation expressed by the Chamber to the effect that "reduced rates of postage on letters between England and India would probably result in so great an increase of letters and newspapers being sent by the Overland Mail Service as to lead to a considerable augmentation of the postal revenue:" but I do not feel able to hold out to the Government a probable realization of the anticipation within any reasonable limit of time. The rate of postage on Brindisi letters stood at 8 annas prior to July 1876: it was then reduced to 6 annas: and in April 1879 it was still further reduced to 5 annas. But these reductions have had no material effect in stimulating correspondence: the only marked effect being the transfer of a considerable portion of the correspondence formerly sent by the cheaper Southampton route to the more expensive Brindisi route.

9. With this fact in view it would be impossible for me to expect, or to lead the Government to expect, any such increase of correspondence as would substantially modify the estimate of the loss which would follow the reduction of postage rates advocated by the Chamber.

10. I shall, however, submit a copy of your letter, and of this reply to the Government of India.—I have, &c.,

A. M. MONTEATH,
Director General of the Post Office of India.

No. 7322.

SIMLA, 15*th November*, 1879.

From A. M. MONTEATH, Esq., Director General of the Post Office of India, to the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 7163, dated the 11th November, 1879, I have the honour to forward to you a copy of the postal "Convention of Paris," signed on the 1st June, 1878, and of the "Detailed Regulations" for the execution of that Convention.

2. These two documents contain the rules of the Universal Postal Union.—I have, &c.

L. G.
For Director General of the Post Office of India.

CONVENTION OF PARIS—UNIVERSAL POSTAL UNION.

SIGNED AT PARIS, JUNE 1, 1878.

UNIVERSAL POSTAL UNION CONCLUDED BETWEEN

Germany, the Argentine Republic, Austria, Hungary, Belgium Brazil, Denmark and the Danish Colonies, Egypt, Spain and the Spanish Colonies, the United States of North America, France and the French Colonies, Great Britain and certain British Colonies, British India, Canada, Greece, Italy, Japan, Luxemburg, Mexico, Montenegro, Norway, the Netherlands and the Netherland Colonies, Peru, Persia, Portugal and the Portuguese Colonies, Roumania, Russia, Servia, Salvador, Sweden, Switzerland, and Turkey.

CONVENTION.

The undersigned plenipotentiaries of the Governments of the countries above enumerated, being assembled in Congress at Paris by virtue of Article 18 of the Treaty constituting the General Postal Union concluded at Berne on the 9th October, 1874, have, by mutual consent, and subject to ratification, revised the said Treaty conformably to the following stipulations:

ARTICLE 1.

The countries between which the present Convention is concluded, as well as those which may join it hereafter, form, under the title of "Universal Postal Union," a single postal territory for the reciprocal exchange of correspondence between their Post Offices.

ARTICLE 2.

The stipulations of this Convention extend to letters, post-cards,*

* Art. 2.—The issue of post-cards is compulsory on all countries of the Union, but the post-card "avec réponse," that is to say "with answer prepaid" (by sender), is not compulsory, although any such sent in transit through India must be forwarded to destination.

printed articles of every kind, business* papers, and patterns or samples of merchandize, originating in one of the countries of the Union, and intended for another of those countries. They also apply, so far as regards conveyance within the Union, to the exchange by post of the articles above-mentioned between the countries of the Union and countries foreign to the Union whenever that exchange makes use of the services of two at least of the contracting parties.

ARTICLE 3.

The Postal Administrations of neighbouring countries, or countries able to correspond directly with each other, without making use of the medium of the services of a third administration, determine, by common consent, the conditions of the conveyance of their reciprocal mails across the frontier, or from one frontier to the other.

Unless any contrary arrangement be agreed upon, the direct sea conveyance between two countries by means of packets or vessels depending upon one of them shall be considered as a third service; and this conveyance, as well as any performed between two offices of the same country, through the medium of sea or territorial services maintained by another country, is regulated by the stipulations of the following article.

ARTICLE 4.

The right of transit is guaranteed throughout the entire territory of the Union.

Consequently, the several Postal Administrations of the Union may send reciprocally, through the medium of one or of several of them, *closed mails* as well as correspondence in *open*† *mails*, according to the wants of the traffic and the requirements of the postal service.

The correspondence exchanged, whether in *open* or in *closed mails*, between two administrations of the Union, by means of the services of one or of several other administrations of the Union, is subject to the following transit charges, to be paid to each of the countries traversed, or whose services participate in the conveyance, viz. :—

1. For distances travelled by land, 2 francs per kilogramme of letters or post-cards, and 25 centimes per kilogramme of other articles.
2. For distances travelled by sea, 15 francs per kilogramme of letters or post-cards, and 1 franc per kilogramme of other articles.

It is, however, understood—

1. That wherever the transit is already at present gratuitous or

* Art. 2.—The term "business papers" is given here and elsewhere as the translation of "papiers d'affaires," but perhaps the nearest approximation to the meaning of the French term is to be found in the phrase "legal and commercial documents."

† Art. 4, clause 2.—Here, as elsewhere, the term "in open mails" is used as the translation of the French term "à découvert;" a mail is said to be open with reference to the onward transmission of a portion of its contents (after it has been opened) to some other Union or Non-Union country; and it is said to be closed, with reference to Union transit before it is opened, *i.e.*, before it reaches the country for which it is made up. Thus the exchange of correspondence to the address of Germany, which is enclosed in a direct mail from India to Germany, is called an exchange in "closed mail;" but as regards forward correspondence sent also in that mail for places beyond Germany, it is called an exchange "in open mail," which means that the mail is supposed to be opened at the German frontier of entry, and all forward correspondence for countries beyond Germany forwarded with the ordinary correspondence from Germany for the countries beyond.

subject to more advantageous conditions, such state of things is maintained, except in the case provided for in paragraph 3 following :

2. That wherever the rate of sea transit has hitherto been fixed at 6 francs 50 centimes per kilogramme of letters or post-cards, such rate is reduced to 5 francs :

3. That every distance travelled by sea not exceeding 300 nautical miles is gratuitous if the administration concerned is already entitled, on account of mails or correspondence making use of this conveyance, to the remuneration applicable to territorial transit ; in the contrary case, payment is made at the rate of 2 francs per kilogramme of letters or post-cards and 25 centimes per kilogramme of other articles :

4. That in the case of sea conveyance effected by two or more administrations, the expenses of the entire distance travelled cannot exceed 15 francs per kilogramme of letters or post-cards, and 1 franc per kilogramme of other articles ; those expenses are, in such case, shared between these administrations in proportion to the distances traversed, without prejudice to other arrangements between the parties interested :

5. That the rates specified in the present Article do not apply, either to conveyance by means of services depending upon Non-Union* administrations, or to conveyance within the Union by means of extraordinary services specially established or maintained by one administration, whether in the interest or at the request of one or of several other administrations. The conditions of these two categories of conveyance are regulated by mutual consent between the administrations interested.

The expenses of transit are to be borne by the administration of the country of origin.

The general settlement of those expenses takes place on the basis of statements prepared every two years, during a month to be determined on in the working Regulations referred to in Article 14 hereafter.

The correspondence of the Postal Administrations with each other, articles re-directed or missent, undelivered articles, acknowledgments of receipt, post-office money orders or advices of the issue of orders, and all other documents relative to the Postal service, are exempt from all expenses of transit, whether territorial or by sea.

ARTICLE 5.

The rates of postage for the conveyance of postal articles throughout the entire extent of the Union, including their delivery at the residence of the addressees in the countries of the Union where a delivery is or shall be organized, are fixed as follows :—

1. For letters, 25 centimes in case of prepayment, and double

* Art. 4, para 4, clause 5.—Here and elsewhere the French term "étranger à l'Union" has been translated by the word "Non-Union."

that amount in the contrary case, for each letter and for every weight of 15 grammes or fraction of 15 grammes.*

2. For post-cards, 10 centimes per card.

3. For printed articles of every kind, business papers, and patterns or samples of merchandise, 5 centimes for each article or packet bearing an individual address, and for every weight of 50† grammes or fraction of 50 grammes, provided that such article or packet does not contain any letter or manuscript note having the character of an actual and personal correspondence, and that it be made up in such a manner as to admit of its being easily examined.

The rate of postage on business papers cannot be less than 25 centimes per packet, and the rate of postage on patterns or samples cannot be less than 10 centimes per packet.

In addition to the rates of postage and the minima fixed by the preceding paragraphs, there may be levied—

1. For every packet subjected to the sea transit rates of 15 francs per kilogramme of letters or post-cards, and 1 franc per kilogramme of other articles, a surcharge which may not exceed 25 centimes per single rate for letters, 5 centimes per post-card, and 5 centimes per 50 grammes or fraction of 50 grammes, for other articles.‡ As a temporary arrangement there may be levied a surcharge as high as 10 centimes per single rate for the letters subjected to the transit rates of 5 francs per kilogramme.

2. For every article conveyed by services maintained by Non-Union administrations or by extraordinary services in the Union giving rise to special expenses, a surcharge in proportion to those expenses.

In case of insufficient prepayment, correspondence of every kind is liable to a rate equal to double the amount of the deficiency, to be paid by the addressees.

There shall not be forwarded :

1. Articles other than letters which are not prepaid at least partly or which do not fulfil the conditions required above in order to enjoy the reduced rate of postage.

2. Articles of a nature likely to stain or injure the correspondence.

3. Packets of samples of merchandise which have a saleable value or which exceed 250 grammes in weight, or measure more

* Art. 5-1-1.—By Article XXVI. of the Detailed Regulations for the execution of this Convention, any country which has not adopted the decimal metrical system of weight may substitute half an ounce for 15 grammes, and 2 ozs. for 50 grammes, and may raise to 4 ozs. the weight of a single newspaper.

† Art. 5, 1, 3.—See note on Art. 5, 1, 1.

‡ Art, 5, 3, 1.—The question was raised as to the application of the surcharge to business papers and samples ; after mature examination it was decided that the surcharge should be applied by the addition to the minima of 5 centimes per 50 grammes to the ordinary rate. Thus a packet of business papers of 50 grammes will pay Fr. 0·25 + Fr. 0·05=Fr. 0·30 ; another of 100 grammes, Fr. 0·25 + Fr. 0·10= Fr. 0·35 progressing by 5 centimes as far as 250 grammes and afterwards by 10 centimes for the total rate of postage. (See Rapport, 1 ere commission, 6th Mai.)

than 20 centimetres in length, 10 in breadth, and 5 in depth.*

4. Lastly, packets of business papers, and printed articles of every kind, the weight of which exceeds 2 kilogrammes.†

ARTICLE 6.

The articles specified in Article 5 may be registered.

Every registered article is liable, at the charge of the sender,—

1. To the ordinary prepaid rate of postage on the article, according to its nature :
2. To a fixed registration fee of 25 centimes at the maximum in European States, and of 50 centimes at the maximum in other countries, including the issue of an acknowledgment of posting to the sender.

The sender of a registered article may obtain an acknowledgment of the receipt of such article, by paying in advance a fixed fee of 25 centimes at the maximum.

In case of the loss of a registered article and except in the case of vis major, there is to be paid an indemnity of 50 francs to the sender, or, at his request, to the addressee, by the administration on whose territory or maritime service the loss has occurred, that is to say, where the trace of the article has disappeared.‡

As a temporary measure, the administrations of the countries out of Europe, whose legislation is at present opposed to the principle of responsibility, are permitted to postpone the application of the preceding clause until the time when they shall have obtained by legislative enactment authority to subscribe to it. Up to that time the other administrations are not bound to pay an indemnity for the loss, in their respective services, of registered articles addressed to or originating in the said countries.

If it is impossible to discover the service in which the loss has occurred, the indemnity is borne in equal proportions by the two corresponding offices.

Payment of this indemnity is made with the least possible delay, and, at the latest, within a year dating from the date of application.

Every claim for an indemnity is excluded if it be not made within one year, from the date on which the registered article was posted.

ARTICLE 7.

Those countries of the Union which have not the franc for their monetary unit fix their charges at the equivalents in their respective currencies, of the rates determined by Articles 5 and 6 preceding. Such countries have the option of rounding off the fractions in conformity with the Table inserted in the Working Regulations mentioned in Article 14 of the present Convention.

ARTICLE 8.

Prepayment of postage on every description of article can be effected

* Art. 5, 5, 3.—250 grammes=8 ozs. adopted for this class of correspondence posted in India. Actually 250 grs.=8·82 ozs.

† Art. 5, 5, 4.—Two kilogrammes=4 lbs. 6 ozs. limit of weight adopted for this class of correspondence posted in India. Actually 2 kilogrammes=4 lbs. 6·5 ozs.

‡ Art. 6, 4.—India agrees to this, and therefore the first part of the next clause of this article does not concern India.

only by means of postage stamps valid in the country of origin for the correspondence of private individuals.

Official correspondence relative to the Postal Service, and exchanged between Postal Administrations, is alone exempted from this obligation, and allowed to be franked.*

ARTICLE 9.

Each administration keeps the whole of the sums which it collects by virtue of the foregoing Articles 5, 6, 7, and 8. Consequently, there is no necessity on this head for any accounts between the several Administrations of the Union.

Neither the senders nor the addressees of letters and other postal packets are called upon to pay, either in the country of origin or in that of destination, any rate of postage or postal fee other than those contemplated by the articles above-mentioned.

ARTICLE 10.

No additional postage is charged for the retransmission of postal packets within the interior of the Union.†

ARTICLE 11.

It is forbidden to the public to send by post—

1. Letters or packets containing gold or silver bullion, pieces of money, jewels or precious articles ;
2. Any packets whatever containing articles liable to Customs duty.

In the event of a packet falling under one of these prohibitions being delivered by one administration of the Union to another administration of the Union the latter proceeds according to the manner and forms prescribed by its legislation, or by its inland regulations.

There is, moreover, reserved to the Government of every country of the Union the right to refuse to convey over its territory, or to deliver, articles coming under a reduced rate of postage, in regard to which the laws, ordinances, or decrees which regulate the conditions of their publication or of their circulation in that country have not been complied with, as well as correspondence of every kind which may evidently bear inscriptions forbidden by the legal enactments or regulations in force in the same country.

ARTICLE 12.

The administrations of the Union which have relations with countries beyond the Union admit all the other administrations to take advantage of these relations for the exchange of correspondence with the said countries.

The correspondence exchanged *in open mails* between a country of the Union and a Non-Union country, through the medium of another country of the Union, is treated, as regards the conveyance beyond the limits of the Union, in conformity with the conventions, ar-

* Art. 8.—Postal correspondence is only such correspondence as is addressed by a person in the employ of one administration to a person in the employ of another administration.

† Art. 10.—"Ré-expédition" is here translated as "re-transmission," being understood to be used in its widest sense, including articles re-transmitted, as *redirected* or as *missent* (mal-diriges), or as *dead* (rebuts). See Regulations XX. and XXI.

rangements, or special provisions governing the postal relations between the latter country and the Non-Union country.

The rates of postage chargeable on the correspondence in question consist of two distinct elements, viz. :—

1. The Union rate fixed by Articles 5, 6, and 7 of the present Convention.
2. A rate of postage for the conveyance beyond the limits of the Union.

The first of these rates of postage belongs,—

(*a*) For correspondence originating in the Union and addressed to Non-Union countries, to the despatching* office in case of pre-payment, and to the office of† exchange in case of non-pre-payment.

(*b*) For correspondence originating in Non-Union countries and addressed to the Union, to the office of‡ exchange in case of pre-payment, and to the office§ of destination in case of non-pre-payment.

The second of these rates belongs, in every case, to the office of exchange.‖

With regard to the rates of transit within the Union, the correspondence originating in or addressed to a Non-Union country is assimilated to that from or for the country of the Union which maintains relations with the Non-Union country, unless such relations imply obligatory and partial pre-payment, in which case the said Union country has the right to the territorial transit expenses fixed by Article 4 preceding.

The general settlement of the rates of postage relating to the conveyance beyond the limits of the Union takes place on the basis of statements, which are prepared at the same time as the statements drawn up by virtue of Article 4 preceding, for the estimate of the rates of transit within the Union.

As regards the correspondence exchanged in *closed mails* between a country of the Union, and a Non-Union country through the medium of another country of the Union, the transit thereof is subject,

Within the limits of the Union, to the rates fixed by Article 4 of the present Convention.

Beyond the limits of the Union, to the conditions resulting from the special arrangements concluded or to be concluded for that purpose between the administrations interested.

ARTICLE 13.

The exchange of letters with value declared and that of Post Office

* Art. 12, 4 (*a*).—The despatching office ("office expéditeur") is here taken to mean the administration of the country of origin.

† Art. 12, 4 (*a*).—The office of exchange ("office d'échange") is here taken to mean the administration of the country of exit from the Union.

‡ Art. 12, 4 (*b*).—The office of exchange ("office d'échange") is here taken to mean the administration of the country of entry into the Union.

§ Art. 12, 4 (*b*).—The office of destination ("office destinataire" is here taken to mean the administration of the Union country to which the correspondence is addressed.

‖ Art. 12, 5.—The office of exchange ("office d'échange") is here taken to mean the administration of the country of entry into or exit from the Union, that is to say, the country which maintains direct relations with the Non-Union country.

money orders from the subject of special arrangements between the various countries or groups of countries composing the Union.*

ARTICLE 14.

The Postal Administrations of the various countries composing the Union are competent to draw up by mutual consent, in the form of a working regulation, all the measures of order and detail which are judged necessary.

The several administrations may, moreover, make amongst themselves the necessary arrangements on the subject of questions which do not concern the Union generally, provided that those arrangements are not contrary to the present Convention.

The administrations interested are, however, permitted to come to mutual arrangements for the adoption of lower rates of postage within a radius of 30 kilometres, for the conditions of the delivery of letters by express, as well as for the exchange of post-cards with paid answers.† In this latter case the answer when returned to the country of origin, enjoys the exemption from rates of transit stipulated by the last paragraph of Article 4 of the present Convention.

ARTICLE 15.

The present Convention does not involve alteration in the postal legislation of any country as regards anything which is not provided for by the stipulations contained in this Convention.

It does not restrict the right of the contracting parties to maintain and to conclude treaties, as well as to maintain and establish more restricted unions, with a view to the improvement of postal relations.

ARTICLE 16.

There is maintained, under the name of the International Office of the Universal Postal Union, a central office which is conducted under the superintendence of the Swiss Postal Administration, and the expenses of which are borne by all the administrations of the Union.

This office continues to be charged with the duty of collecting, collating, publishing, and distributing information of every kind which concerns the international postal service ; of giving, at the request of the parties concerned, an opinion upon questions in dispute ; of making known proposals for modifying the acts of the Congress ; of notifying alterations adopted ; and, in general of considering and working out all questions in the interest of the Postal Union.

ARTICLE 17.

In case of disagreement between two or more members of the Union as to the interpretation of the present Convention, the question in dispute is decided by arbitration. To that end, each of the administrations concerned chooses another member of the Union not directly interested in the matter.

The decision of the arbitrators is given by an absolute majority of votes.

In case of an equality of votes, the arbitrators choose, with the view of settling the difference, another administration equally uninterested in the question in dispute.

* Art. 13.—See arrangement for the exchange of letters with value declared, dated Paris, 1st June, 1878 ; and the arrangement for the exchange of money orders dated Paris, 4th June, 1878. Entered into by some of the Union countries only. India did not join these. (Appendix C.)

† Art. 14, 3.—" Post-cards with paid answer," India does not issue these.

ARTICLE 18.

Countries which have not taken part in the present Convention are admitted to be parties to it upon their demand.

This adhesion is notified diplomatically to the Government of the Swiss Confederation, and by that Government to all the countries of the Union.

It implies, as a matter of right, accession to all the clauses, and admission to all the advantages stipulated by the present Convention.

It devolves upon the Government of the Swiss Confederation to determine, by mutual consent with the government of the country interested, the share to be contributed by the administration of this latter country towards the expenses of the International Office, and, if necessary, the rates to be levied by that administration in conformity with Article 7 preceding.

ARTICLE 19.

Congresses of plenipotentiaries of the countries participating in the Convention, or simple administrative Conferences, according to the importance of the questions to be solved, are held, when a demand for them is made or approved by two-thirds at least of the Governments or Administrations, as the case may be.

Nevertheless, a Congress must be held at least every five years.

Each country may be represented either by one several delegates, or by the delegation of another country. But it is understood that the delegate or delegates of one country can be charged with the representation of two countries only, including the country they represent.

In the deliberations each country has one vote only.

Each Congress fixes the place of meeting of the following Congress.*

For Conferences, the administrations fix the places of meeting according to the proposal of the International Office.

ARTICLE 20.

In the interval which elapses between the meetings, every Postal Administration of a country of the Union has the right of addressing to the other administrations belonging to it, through the medium of the International Office, proposals concerning the business of the Union. But, in order to have effect, those proposals must obtain—

1. Unanimity of votes, if they relate to the modification of the provisions of Articles 2, 3, 4, 5, 6 and 9 preceding.
2. Two-thirds of the votes, if they relate to the modification of the provisions of the Convention other than those of Articles 2, 3, 4, 5, 6 and 9.
3. A simple absolute majority, if they relate to the interpretation of the provisions of the Convention, except the case of dispute contemplated by Article 17 preceding

Resolutions to be put in force are made binding in the first two cases by a diplomatic declaration, which the Government of the Swiss Confederation is charged with the duty of preparing and transmitting to all the Governments of the contracting countries, and in the third case by a simple notification from the International Office to all the administrations of the Union.

* Art. 19, 5.—The next congress was fixed by the Congress of Paris to be held at Lisbon in 1884.

ARTICLE 21.

The following are considered as forming for the application of Articles 16, 19, and 20 preceding, a single country or administration, as the case may be :—

1. The Empire of British India.
2. The Dominion of Canada.
3. The whole of the Danish Colonies.
4. The whole of the Spanish Colonies.
5. The whole of the French Colonies.
6. The whole of the Netherland Colonies.
7. The whole of the Portuguese Colonies.

ARTICLE 22.

The present Convention shall come into operation on the 1st April 1879, and shall remain in force during and indefinite period ; but each contracting party has the right of withdrawing from the Union by means of a notice given, one year in advance, by its Government to the Government of the Swiss Confederation.

ARTICLE 23.

After the date on which the present Convention takes effect, all the provisions of the Treaties, Conventions, Arrangements, or other Acts previously concluded between the various countries or administrations, in so far as those provisions are not in accordance with the terms of the present Convention, are abrogated, without prejudice to the rights reserved by Article 15 preceding.

The Present Covention shall be ratified as soon as possible. The Acts of ratification shall be exchanged at Paris.

In faith of which, the plenipotentiaries of the countries above enumerated have signed the present Convention at Paris, the first of June, one thousand eight hundred and seventy-eight.

UNIVERSAL POSTAL UNION.

Convention of Paris.

Final Protocol.

The undersigned, plenipotentiaries of the Governments of the countries which have this day signed the Convention of Paris, have agreed as follows :—

I. Persia, which forms part of the Union, being unrepresented, will nevertheless be allowed to sign the Convention hereafter, provided that country confirms its adhesion by a diplomatic act with the Swiss Government, before the 1st April, 1879.

II. The countries foreign to the Union, which have deferred their adhesion, or which have not yet come to a decision, shall enter the Union on fulfilling the conditions specified in Article 18 of the Convention.

III. In case one or other of the contracting parties should not ratify the Convention, this Convention shall nevertheless be binding on the parties to it.

IV. The various British Colonies, other than Canada and British India, which are parties in the Convention, are Ceylon, the Straits Settlements, Labuan, Hong-Kong, Mauritius and dependencies, Bermuda, British Guiana, Jamaica, and Trinidad.

In faith of which the plenipotentiaries hereunder mentioned have drawn up the present final protocol, which shall have the same force and the same value as if the stipulations which it contains were inserted in the Convention itself, and they have signed it in one single instrument, which shall be deposited in the archives of the French Government, and a copy of which shall be delivered to each party.

Paris, 1st June 1878.

[*Here follow the signatures of the delegates of the Governments of British India, Great Britain and certain British Colonies, Germany, the Argentine Republic, Austria, Hungary, Belgium, Brazil, Denmark, and the Danish Colonies, Egypt, Spain and the Spanish Colonies, the United States of North America, France, the French Colonies, Canada, Greece, Italy, Japan, Luxemburg, Mexico, Montenegro, Norway, the Netherlands and Netherland Colonies, Peru, Portugal and the Portuguese Colonies, Roumania, Russia, Salvador, Servia, Sweden, Switzerland, Turkey.*]

Para. IV. NOTE.—The British Colonies of West Coast of Africa, the Falkland Islands, Newfoundland and British Honduras also joined the Union on 1st January, 1879.

DETAILED REGULATIONS.

UNIVERSAL POSTAL UNION.

DETAILED REGULATIONS for the execution of the Convention concluded between Germany, the Argentine Republic, Austria, Hungary, Belgium, Brazil, Denmark and the Danish Colonies, Egypt, Spain and the Spanish Colonies, the United States of North America, France and the French Colonies, Great Britain and certain British Colonies, British India, Canada, Greece, Italy, Japan, Luxemburg, Mexico, Montenegro, Norway, the Netherlands and the Netherland Colonies, Peru, Persia, Portugal and the Portuguese Colonies, Roumania, Russia, Salvador, Servia, Sweden, Switzerland and Turkey.

The undersigned, with reference to Article 14 of the Convention concluded at Paris on the 1st June, 1878, for the revision of the Fundamental Treaty of the General Postal Union, have in the name of their respective administrations, by common concent, agreed upon the following measures for ensuring the execution of the said Convention:

I.

Route of the Correspondence.

1. Each administration is bound to forward, by the most rapid routes at its disposal for its own mails, the *closed mails** and the correspondence *in open mails*,* which are delivered to it by another administration.

2. The administrations which avail themselves of the option to levy supplementary rates of postage as representing the extraordinary expenses attending certain routes, are free not to forward by those routes when there may exist other means of communication, such of the insufficiently paid correspondence for which the employment of the said routes has not been expressly demanded by the senders.

* Reg. I, 1.—See note on Art. 4, 2 of the Convention relative to "open" and "closed" mails.

II.

Exchange in Closed Mails.

1. The exchange of correspondence in *closed mails* between the administrations of the Union is regulated by mutual consent, and according to the necessities of the service between the administrations concerned.

2. If an exchange of correspondence takes place through the medium of one or more other countries, due notice must be given to the administrations of those countries.

3. It is, moreover, obligatory, in the latter case, to make up closed mails in all cases in which the amount of the correspondence is such as to hinder the work of an intermediate administration according to the declaration of that administration.

4. In case of alteration in a service of exchange in closed mails, established between two administrations by means of one or more other countries, the administration which has caused the alteration gives notice thereof to the administrations of the countries through the medium of which this exchange is worked.

III.

Extraordinary Services.

The extraordinary services of the Union giving rise to special expenses, the fixing of which is reserved by Article 4 of the Convention for arrangements between the offices interested, are exclusively—

1. Those which are maintained for the accelerated conveyance by land of the so-called Indian Mail;
2. That which the Postal Administration of the United States of America maintains upon its territory for the conveyance of closed Mails between the Atlantic Ocean and the Pacific Ocean.

IV.

Fixing the Rates of Postage.

1. In execution of Article 7 of the Convention, the administrations of the countries of the Union which have not the franc for the monetary unit, levy their rates of postage according to the following equivalents :—

	Countries.	25 Centimes.	10 Centimes.	5 Centimes.
	Germany	20 pfennig.	10 pfennig.	5 pfennig.
	Argentine Republic	8 centavos.	4 centavos.	2 centavos.
	Austria-Hungary	10 kreuzer.	5 kreuzer.	3 kreuzer.
	Brazil	100 reis.	50 reis.	25 reis.
	Denmark	20 öre.	10 öre.	5 öre.
	Danish Colonies { Greenland...	20 öre.	10 öre.	5 öre.
	Danish Colonies { West Indies ...	5 cents.	2 cents.	1 cent.
	Egypt	1 piastre.	20 paras.	10 paras.
	United States of America ...	5 cents.	2 cents.	1 cent.
	Great Britain	2½ pence.	1 penny.	½ penny.
	British India...	2 annas.	¾ anna.	½ anna.
British Colonies.	Jamaica, Trinidad, British Guiana, Labuan, Mauritius and dependencies, Bermuda	2½ pence.	1 penny.	½ penny.
British Colonies.	Ceylon, Straits Settlements, Hong-Kong, Canada	5 cents.	2 cents.	1 cent.

COUNTRIES.	25 Centimes.	10 Centimes.	5 Centimes.
Japan	5 sen.	2 sen.	1 sen.
Montenegro	10 soldi.	5 soldi.	3 soldi.
Norway	20 öre.	10 öre.	5 öre.
The Netherlands and the Netherland Colonies	12½ cents.	5 cents.	2½ cents.
Persia	5 shahis.	2 shahis.	1 shahi.
Portugal and the Portuguese Colonies	50 reis.	20 reis.	10 reis.
Russia	7 kopeks.	3 kopeks.	2 kopeks.
Servia	50 paras.	20 paras.	10 paras.
Sweden	20 öre.	10 öre.	5 öre.
Turkey	50 paras	20 paras.	10 paras.
Mexico*	6 centavos.	3 centavos.	2 centavos.
Peru	5 centavos.	2 centavos.	1 centavo.
Salvador	5 centavos. de peso.	2 centavos de peso.	1 centavo de peso.

Note.—Chili, Honduras (Foreign) and Liberia, which have since joined the Union, levy their rates of postage according to the following equivalents :—

	25 Centimes.	10 Centimes.	5 Centimes.
Chili	5 centavos.	2 centavos.	1 centavo.
Honduras (Foreign) ...	5 centavos.	2 centavos.	1 centavo.
Liberia...	5 cents. (American.)	2 cents.	1 cent.

2. In case of alteration in the monetary system of any one of the countries above mentioned, the administration of that country must come to an understanding with the administration of the Swiss Post Office in order to modify the above equivalents ; it devolves upon this latter administration to notify the modification to all the other offices of the Union through the medium of the International Office.

3. Any administration, if it deems it necessary, may have recourse to the understanding provided for by the preceding paragraph in case of an important modification in the value of its coin.

4. The monetary fractions resulting either from the complement of the rate of postage applicable to insufficiently paid correspondence, or from the combination of the Union rates of postage with the Non-Union rates of postage, or with the surcharges contemplated by Article 5 of the Convention, may be rounded off by the administrations which collect them. But the sum to be added on this account must, in no case, exceed the value of one-twentieth of a franc (5 centimes).

V.

Correspondence with Non-Union Countries.†

1. The offices of the Union which have relations with Non-Union countries furnish to the other offices of the Union a table similar to the specimen C annexed to the present Regulations, and indicating, with the conditions of transmission, the rates of postage due for the

* These rates have since been reduced to 5 centavos, 2 centavos, and 1 centavo, respectively,

† Reg. V. Heading.—See note on Convention Art. 4, 4-5, relative to the term "Non-Union."

conveyance beyond the Union of correspondence addressed to, or originating in, the countries aforesaid. In the case provided for by the 10th paragraph of Article 12 of the Convention, there may be added 5 centimes per single rate of letters and 2 centimes per single rate of other articles.

2. In conformity with Article 12 of the Convention there is levied, in addition to the Non-Union rates indicated in the table C :

1. By the office of the Union which despatches paid correspondence to Non-Union countries, the rates of prepayment respectively applicable to correspondence of the same nature for the country of exit from the Union ;
2. By the office of the Union to which is addressed unpaid or insufficiently paid correspondence originating in Non-Union countries, viz.,—

(*a*) For letters, the rate of postage applicable to unpaid letters originating in the country of the Union which serves as the medium.

(*b*) For other articles, a rate of postage equal to the prepaid rate on similar articles which are addressed from the Union country of destination to the Union country serving as the medium.

VI.

Application of the Stamps.

1. Correspondence originating in countries of the Union is impressed with a stamp indicating the place of origin and the date of posting.

2. Correspondence originating in Non-Union countries is marked, by the office of the Union which has received it, with a stamp indicating the point and date of entry into the service of that office.

3. Unpaid or insufficiently prepaid correspondence is, in addition, impressed with the stamp "T" (tax to be paid), the application of which devolves upon the office of the country of origin in cases of correspondence originating in the Union, and upon the office of the country of entry in cases of correspondence originating in Non-Union countries.

4. Registered articles must bear the special mark (label or stamp) used for articles of a like nature in the country of origin.

5. The stamps or marks, the employment of which is prescribed by the present article, are placed by the side of the address of the packet.

6. Every article of correspondence which does not bear the stamp "T" is considered as paid and treated accordingly, unless there be an obvious error.

VII.

Indication of the Number of Rates and of the amount of the Non-Union Rates of Postage.

1. When a letter or other article of correspondence is liable, by reason of its weight, to more than a single rate of postage, the office of origin, or entry into the Union, as the case may be, indicates in the upper left-hand corner of the address, in ordinary figures, the number of rates paid, or to be paid.*

* Reg. VII, 1.—By the term rates paid or "to be paid" is meant the total number of rates according to the weight of the article ; thus, a letter between 2½ oz. and 3 oz. would be marked with 6 rates, and so on, without reference to the fact of the article being prepaid or not.

2. This procedure is not obligatory in the case of correspondence fully prepaid.

3. The Non-Union rates of postage due, by virtue of Article 12 of the Convention, and of Article V. of the present Regulations, for the conveyance beyond the Union of correspondence addressed to or originating in Non-Union countries, are indicated at the lower left-hand corner of the address of each article, as follows:—

1. By the office of the country of origin, in red figures, in case of correspondence regularly prepaid originating in the Union.
2. By the office of the country of entry into the Union, in blue figures, in case of correspondence originating in Non-Union countries to be charged by the Union office of destination.

VIII.

Insufficient Pre-payment.

1. When an article is insufficiently prepaid by means of postage stamps, the despatching office indicates, in black figures, placed by the side of the postage stamps, the amount of the deficiency, expressing it in francs and centimes.

2. According to this indication, the office of exchange of the country of destination taxes the article with double the deficiency stated.

3. In case use be made of postage stamps not available for pre-payment, no account is taken of them. This circumstance is indicated by the cipher (0) placed by the side of the postage stamps.

IX.

Letter Bills.

1. The letter bills which accompany the mails exchanged between two administrations of the Union are in conformity with the specimen A appended to the present regulations.

2. The registered correspondence is entered in table No. 1 of the letter bill, with the following details: the name of the office of origin, the name of the addressee and the place of destination, or simply the name of the office of origin and the number given to the article at that office.

3. When the number of registered articles usually sent from one office of exchange to another requires it, a special and separate list may be used to take the place of table No. I. of the letter bill.

4. In table No. II. are to be entered, with such details as the table requires, the closed mails which accompany the direct mails.

5. When it is deemed necessary for certain exchanges to make new tables or headings of the letter bill, the necessary steps may be taken after an understanding between the administrations concerned.

6. When an office of exchange has no articles to hand over to a corresponding office, it must, nevertheless, make up in the usual form a mail which is composed simply of the letter bill.

X.

Registered Articles.

1. Registered articles, and, if needful, the special list contemplated by § 3 of Article IX. are made up in a separate packet, which is to be suitably enclosed and sealed so as to preserve the contents.

2. This packet, with the letter bill round it, is placed in the centre of the mail.

3. The presence in the mail of a packet of registered articles, of which the description is given upon the special list mentioned in § 1 above, is to be announced by the application, at the head of the letter bill, either of a special entry, or of the registration label or stamp in use in the country of origin.

4. It is understood that the mode of packing and forwarding the registered articles, prescribed by § § 1 and 2 above, applies only to ordinary exchanges. For important exchanges it is for the administrations interested to prescribe by mutual consent special arrangements, subject in the one case as in the other to exceptional measures to be taken by the heads of the offices of exchange, when they have to insure the transmission of registered articles which, from their nature, their form or their size, would not be capable of being enclosed in the principal mail.

XI.

Indemnity for the Loss of a Registered Article.

The obligation to pay the indemnity, in case of the loss of a registered article, devolves upon the administration to which the despatching office is subordinate, subject to appeal, if needful, to the administration responsible.

XII.

Making up the Mails.

1. As a general rule, the articles of which the mails consist must be classified and tied up according to the nature of the correspondence.

2. Every mail, after having been first tied with string, is enclosed in strong paper of sufficient quantity to prevent damage to the contents, then tied again with string on the outside, and sealed with wax, or fastened by means of a gummed paper label bearing an impression of the seal of the office. The mail is furnished with a printed address bearing in small characters the name of the despatch-office, and in larger characters the name of the office of destination :—

"From . . . ." "For . . . ."

3. If the size of the mail requires it, it is enclosed in a bag properly closed, sealed, and labelled.

4. The bags must be returned empty to the despatching office by the next mail, in the absence of other arrangement between the corresponding offices.

XIII.

Verification of the Mails.

1. The office of exchange which receives a mail ascertains, in the first place, whether the entries in the letter bill, and, in certain cases, on the registered letter list, are correct.

2. If it detects errors or omissions, it immediately makes the necessary corrections on the letter bills or lists, taking care to strike out the erroneous entries with a pen, in such a manner as to let the original entries be seen.

3. These corrections are made by two officers. Except in the case of an obvious error, they are accepted in preference to the original statement.

4. A note of verification, in conformity with the specimen B

hereto annexed, is prepared by the receiving office and sent without delay, officially registered, to the despatching office.

5. The latter, after examination, returns it with any observations to which it may give rise.

6. In case of the non-receipt of a mail, of a registered article, of the letter bill, or of the special list, the circumstance is immediately recorded, in the requisite form, by two officers of the receiving office, and reported to the despatching office by means of the note of verification. If needful, the latter office may also be advised thereof by telegram, at the expense of the administration which sends the telegram.

7. In case the receiving office shall not have forwarded by the first mail to the despatching office a note of verification, reporting errors or irregularities of any kind, the absence of that document is to be regarded as evidence of the due receipt of the mail and of its contents, until proof to the contrary.

XIV.

Registered Articles.—Conditions as to Form and Manner of Fastening.

No stipulation is insisted upon as to the form or manner of fastening of registered articles. Each office has the right to apply to such description of correspondence the regulations in force in its inland service.

XV.

Post Cards.

1. Post-cards must be forwarded without covers. One side is reserved for the address alone. The communication is written on the reverse.

2. Post-cards must not exceed the following dimensions :
Length, 14 centimetres ;
Width, 9 centimetres.

3. As far as practicable, post-cards issued specially for circulation within the Union must bear an impressed stamp, and the superscription *Universal Postal Union* followed by the name of the country of origin. This superscription when not in the French language is to be repeated in that language.

4. Post-cards issued by Union Offices are alone admitted to circulation in the international service.

5. It is forbidden to join or attach to post-cards any article whatsoever.

XVI.

*Business Papers.**

1. The following are considered to be business papers, and admitted as such to the reduced rates of postage specified in Article 5 of the Convention.—All deeds or documents written or drawn wholly or partly by hand which have not the character of an *actual and personal correspondence*, such as papers of legal procedure, deeds of all kinds drawn up by public functionaries, way bills or bills of lading, invoices, the various documents of insurance companies, copies or extracts of private deeds, written on stamped or unstamped paper,

* Reg. XVI. Heading.—"Business Papers." See note on Convention Art. 2, where the use of this translation is explained.

scores or sheets of manuscript music, manuscripts of works forwarded separately, &c.

2. Business papers must be forwarded under band, or in an unclosed envelope.

XVII.

Printed Articles of every kind

1. The following are considered as printed articles and admitted as such to the reduced rates of postage sanctioned by Article 5 of the Convention, viz., newspapers and periodical works, stitched or bound books, pamphlets, sheets of music, visiting cards, address cards, proofs of printing, with or without the manuscript relating thereto, engravings, photographs, drawings, plans, maps, catalogues, prospectuses, announcements, and notices of various kinds, whether printed, engraved, lithographed,* or autographed, and, in general, all impressions or copies obtained upon paper, parchment, or cardboard, by means of printing, lithographing, or any other mechanical process easy to recognize, except the copying press.

2. The following are excluded from the reduced rates of postage, viz., stamps or forms of prepayment, whether obliterated or not, as well as all printed aricles constituting the representative sign of monetary value.

3. The character of *actual and personal correspondence* cannot be ascribed to the following, viz.—

1. To the signature of the sender or to the designation of his name or of his firm, of his rank, of the place of origin, and of the date of despatch :
2. To a dedication or a complimentary address by the author :
3. To dashes or marks simply intended to mark the passages in the text, in order to draw attention to them :
4. To the rates added to stock and share lists, or prices current and market reports :
5. Lastly, to annotations or corrections made upon proofs of printing or musical compositions, and relating to the text or to the completion of the work.

4. Printed articles must be either placed under band, upon a roller, between boards, in a cover open at one side or at both ends, or in an unclosed envelope, or simply folded in such a manner as not to conceal the nature of the packet, or lastly, tied by a string easy to unfasten.

5. Address cards and all printed articles presenting the form and consistency of an unfolded card, may be forwarded without band, envelope, fastening, or fold.

XVIII.

Samples.

1. Samples of merchandise are only admitted to the advantage of the reduced rates of postage which is granted to them by Article 5 of the Convention, under the following conditions :

2. They must be placed in bags, boxes, or envelopes moveable, in such a manner as to admit of easy inspection.

3. They must possess no saleable value nor bear any manuscript

* Reg. XVII, 1, lithographed or autographed." These processes are almost alike ; in lithography the negative is traced directly on the stone, and in autography the writing is transferred from a gummed paper to the stone.

except the name or the firm of the sender, the address of the addressee, a manufacturer's or trade mark, numbers and prices.

XIX.

Articles grouped together.

It is permitted to enclose in the same packet samples of merchandise, printed articles and business papers, but subject to the following conditions :—

1. That each article taken separately shall not exceed the limits which are applicable to it as regards weight and size :
2. That the total weight may not exceed 2 kilogrammes per package ;
3. That the minimum rate of postage shall be 25 centimes when the packet contains business papers, and 10 centimes when it consists of printed articles and samples.

XX.

Correspondence re-directed.

1. In execution of Article 10 of the Convention, and subject to the exceptions specified in § 2 of the present article, correspondence of every kind circulating in the Union addressed to persons who have changed their residence is treated by the delivering office as if it had been addressed directly from the place of origin to the place of the new destination.

2. With regard to articles of the inland service of one of the countries of the Union, which enter, in consequence of re-direction, into the service of another country of the Union, the following rules are observed :—

1. Articles unpaid or insufficiently paid for their first transmission are treated as international correspondence and charged by the delivering office with the rate of postage applicable to articles of the same nature addressed directly from the country of origin to the country in which the addressee is to be found.
2. Articles regularly prepaid for their first transmission, and of which the remainder of the charge relating to the further transmission has not been paid previous to re-direction, are charged, according to their nature, by the delivering office with a rate of postage equal to the difference between the prepaid rate already paid and that which would have been paid if the articles had been originally despatched to the new address. The amount of this difference must be expressed in francs and centimes, by the side of the postage stamps, by the office of re-direction.

In both cases the rates of postage contemplated above are recoverable from the addressee, even if, owing to successive redirections, the said articles should return to the country of origin.

3. Articles of every kind mis-sent shall, without delay, be re-transmitted by the most rapid route to their destination.

XXI.

Undelivered Correspondence.

1. The correspondence of every kind which has become dead from any cause whatsoever must be returned, as soon as possible after the

period for keeping it required by the Regulations of the country of destination, through the medium of the respective offices of exchange and in a special bundle labelled "*Dead Articles.*"

2. Nevertheless, undelivered registered correspondence is returned to the office of exchange of the country of origin, and as if it were registered correspondence addressed to that country, except that opposite the entry of the name, &c., in table No. 1 of the letter bill, or in the separate list, the word "*rebuts*" is entered in the column of observations by the returning office.

3. As an exception, two corresponding offices may by mutual consent adopt a different mode of returning undelivered correspondence and may also dispense with reciprocally returning certain printed papers considered as valueless.

XXII.

Statistics of Transit Expenses.

1. The statistics to be taken once every two years in execution of Articles 4 and 12 of the Convention, for the settlement, as well of the rates of transit within the Union as of the rates of postage relating to the conveyance beyond the limits of the Union, are prepared according to the provisions of the following articles, during the entire month of May or of November alternately, in such a manner that the first statistics shall take place in November 1879, the second in May 1881, the third in November 1883, and so on.

2. The statistics of November 1879 shall have effect from 1st April in that year until the 31st December 1880. Each subsequent statistic shall serve as the bases for the payments relating to the current year, and to that which follows.

3. If, during the period of application of the statistics, a country having important relations should enter the Union, the countries of the Union, whose situation might, in consequence of this circumstance, chance to be affected with regard to the payment of transit rates have the option of demanding special statistics relating exclusively to the countries recently admitted.

XXIII.

*Correspondence in open Mails.**

1. The office† serving as the medium for the transmission of correspondence exchanged *in open mails* either between two countries of the Union or between a country of the Union and a Non-Union country, prepares beforehand for each of its correspondents of the Union, a table similar to the specimen D annexed to the present Regulations, and in which it indicates, distinguishing, if needful, the different routes of transmission, the rates of payment by weight due to it for the conveyance within the Union of the two categories of correspondence by means of the services at its disposal, as well as the rates of payment by weight to be paid if necessary by the office itself to other offices of the Union for the further conveyance of the said correspondence within the Union. If needful, it communicates in due time with the administrations† of the countries to be traversed, as to the route which the correspondence must take, and as to the rates to be paid upon it.

* Reg. XXIII. Heading—See note on Art. 1-2 of Convention respecting the terms "open" and "closed mails."

† Reg. XXIII. 1.—See note on Reg. V. 1 respecting the term "office."

2. A duplicate of the table D is forwarded by the said office to the corresponding office interested, and serves as the basis of a special account to be established between them with reference to the intermediate conveyance within the Union of the correspondence in question. This account is prepared by the office which receives the correspondence, and is submitted to the examination of the despatching office.

3. The despatching office prepares, according to the particulars given in the form D furnished by its correspondent, tables in conformity with the specimen E hereto annexed and intended to show, for each mail, the expenses of intermediate conveyance within the Union of the correspondence, without distinction of origin, comprised in the mail in order to be forwarded through the medium of the said corresponding office. With this view the despatching office of exchange enters in table No. 1 of a form E, which it joins to its despatch, the total weight, according to its nature, of the correspondence of this class, which it delivers *in open mail* to the corresponding office of exchange, and the latter, after verification, undertakes the further transmission of the correspondence to its destination, in mixing it with its own, in respect to the payment, if needful, of the further charges for conveyance.

4. With regard to the expenses of conveyance beyond the limits of the Union of correspondence addressed to or originating in Non-Union countries, they are calculated according to the particulars given in the table C mentioned in Article V. of the present Regulations, and entered in a lump sum in the form E, as follows :—

In table No. II. in the case of paid correspondence for Non-Union countries (expenses to the debit of the despatching office of the Union) :

In table No. III. in the case of unpaid correspondence coming from Non-Union countries, and of re-directed or undelivered correspondence marked with Non-Union postage to be refunded (expenses to the debit of the Union office of destination).

5. Any error in the statement of the office of exchange which has despatched the table E, is immediately notified to that office by means of a note of verification, notwithstanding the correction made in the table itself.

6. If there be no correspondence liable to a charge for intermediate or Non-Union conveyance, the table E is not prepared. In case of the unexplained omission of this table, the irregularity is also reported, by means of a note of verification, to the office in fault, and must be immediately corrected by this latter.

XXIV.

Closed Mails.

1. The correspondence exchanged in closed mails between two administrations of the Union, or between an administration of the Union and a Non-Union administration across the territory, or by means of the services of one or more other administrations, forms the subject of a statement similar to the specimen F annexed to the present Regulations, and which is prepared according to the following stipulations.

2. As regards the mails from one country of the Union to another country of the Union, the despatching office of exchange enters in

the letter bill for the receiving office of exchange the net weight of the letters and post-cards, and of the other articles, without distinction of the origin or destination of the correspondence. These entries are verified by the receiving office, which prepares, at the end of the statistical period, the statement above mentioned, in as many copies as there are offices interested, including the office of the place of despatch.

3. In the four days which follow the closing of the statistical operations, the statements F are transmitted by the offices of exchange which have prepared them to the offices of exchange of the administration indebted, in order to be accepted by them. The latter, after having accepted these statements, forward them to the central administration to which they are subordinate, charged with distributing them amongst the administrations interested.

4. As regards closed mails exchanged between a country of the Union and a Non-Union country by the medium of one or of several offices of the Union, the conveyance is effected in both directions at the charge of the said Union country, and the offices of exchange of that country themselves prepare, for each mail despatched or received, a statement F, which they transmit to the administration of exit or entry, which has to prepare, at the end of the statistical period, a general statement in as many copies as there are administrations interested, including itself and the administration of the Union which has to pay. One copy of this statement is transmitted to the administration indebted, as well as to each of the administrations which have participated in the conveyance of the mails.

XXV.

Account of the Expenses of Transit.

1. The tables E and F are incorporated in a special account, in which is shown, in francs and centimes, the annual amount of transit payment accruing to each administration by multiplying the totals by 12.* The duty of preparing this account devolves upon the administration having to receive payment, which transmits it to the administration having to pay.

2. The balance resulting from the reciprocal accounts between two administrations is liquidated by the administration having to pay to the administration having to receive payment, in francs in cash, and by means of bills drawn upon the capital or upon a commercial place of this latter administration.

3. The preparation, transmission and payment of the accounts of the expenses of transit belonging to a term of working must be effected with the shortest delay possible, and at the latest before the expiration of the first six months of the following period. When this time has passed, the amounts due by one administration to another are subject to interest at the rate of five per cent. per annum, dating from the day of the expiration of the said period.

4. Nevertheless, the option is reserved to the administrations interested to make, by mutual consent, other arrangements than those which are set forth in the present article.

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* Reg. XXV.—1. The statistics which will be taken in November 1879 will be only multiplied by 9 for the year 1879. It was arranged that the statistics which were taken in December 1877 should be the basis for payments up to 1st April, 1879.

XXVI.

Exceptions in the matter of Weight.

As an exceptional measure, it is agreed that the States which, in consequence of their internal regulations, are unable to adopt the decimal metrical system of weight, have the right to substitute for it the ounce *avoirdupois* (28·3465 grammes), by assimilating a half ounce to 15 grammes, and two ounces to 50 grammes, and to raise, if needful, the limit of the single rate of postage of newspapers to four ounces; but under the express condition that, in the latter case, the postage on newspapers be not less than 10 centimes, and that an entire rate of postage be charged for each copy of the newspaper, even though several newspapers be included in the same packet.

XXVII.

Applications for ordinary articles which have failed to reach their destination.

1. Every application respecting an ordinary article of correspondence which has failed to reach its destination gives rise to the following proceeding :—

2. A form similar to the pattern G annexed hereto is handed to the applicant, who is requested to fill up, as exactly as possible, the portion which concerns him.

3. The office in which the application originates transmits the form direct to the corresponding office. It is transmitted officially without any writing.

4. The corresponding office causes the form to be handed to the addressee or sender, as the case may be, with the request that particulars on the subject may be furnished.

5. Supplied with this information, the form is sent back officially to the office which prepared it.

6. When the application proves to be well founded, it is transmitted to the central administration in order to serve as a basis for further investigations.

7. Unless by agreement to the contrary, the form is drawn up in French, or bears a French translation.

8. Any administration may require, by means of notification addressed to the International Office, that the exchange of applications, in so far as it is concerned, be effected through the medium of the central administrations, or of an office specially designated.

XXVIII.

Division of the Expenses of the International Office.

1. The ordinary expenses of the International Office must not exceed the sum of 100,000 francs annually, irrespective of the special expenses to which the meeting of a Congress or of a Conference may give rise.

2. The Swiss Postal Administration superintends the expenses of the International Office, makes the necessary advances, and prepares the annual account, which is communicated to all the other administrations.

3. For the division of the expenses, the countries of the Union are

divided into seven classes, each contributing in the proportion of a certain number of units, viz. :—

1st	class...	25 units.
2nd	,, ...	20 ,,
3rd	,, ...	15 ,,
4th	,, ...	10 ,,
5th	,, ...	5 ,,
6th	,, ...	3 ,,
7th	,, ...	1 ,,

4. These co-efficients are multiplied by the number of countries of each class, and the total of the products thus obtained furnishes the number of units by which the whole expense is to be divided. The quotient gives the amount of the unit of expense.

5. The countries of the Union are classified as follows, in view of the division of the expenses :—

1st class : Germany, Austria-Hungary, United States of America, France, British India, the whole of the other British Colonies except Canada, Great Britain, Italy, Russia, Turkey.

2nd class : Spain.

3rd class : Belgium, Brazil, Canada, Egypt, Japan, Netherlands, Roumania, Sweden, Spanish Colonies or provinces beyond sea, French Colonies and Netherlands East Indies.

4th class : Denmark, Norway, Portugal, Switzerland, Portuguese Colonies.

5th class : Argentine Republic, Greece, Mexico, Peru, Servia.*

6th class : Colony of Surinam (or Dutch Guiana), Colony of Curacao (or Netherlands West Indies), Luxemburgh, Persia, Danish Colonies, Salvador.†

7th class : Montenegro.‡

XXIX.

Communications to be addressed to the International Office.

1. The International Office serves as the medium for regular and general notifications which concern the international relations.

2. The administrations forming the Union must communicate to each other specially by the medium of the International Office :—

1. The particulars of the surcharges which they levy by virtue of Article 5 of the Convention, in addition to the Union rate of postage, whether for sea postage, or for the expenses of extraordinary conveyance, as well as a list of the countries in relation to which these surcharges are levied, and, if needful, the designation of the routes which require the collection thereof.

2. The impression of the special stamp or mark by the aid of which registration is indicated :

3. The specimen of their form of acknowledgment of receipt :

4. The collection of their postage stamps :

* To the 5th class belongs Chili, which has since joined the Universal Postal Union.

† To the 6th class belongs the Republic of Honduras, which has since joined the Universal Postal Union.

‡ To the 7th class belongs Liberia, which has since joined the Universal Postal Union.

5. Lastly, the table C, the preparation of which is prescribed by Article V. of the present Regulations.

3. Every modification adopted hereafter, in regard to one or other of the five points above-mentioned, must be notified without delay in the same manner.

4. The International Office also receives from all the administrations of the Union two copies of all the documents which they publish, as well relating to the inland service as to the international service.

5. Moreover, each office transmits, in the first half of each year, to the International Office, a complete series of statistical details relating to the preceding year, in the form of tables filled up according to information from the International Office which distributes with this object forms duly prepared.

6. Correspondence addressed by the administrations of the Union to the International Office, and *vice versa*, is assimilated, as regards freedom from postage, to the correspondence exchanged between the administrations.

XXX.

Duties of the International Office.

1. The International Office prepares general statistics for each year.

2. It publishes, by the aid of the documents which are put at its disposal, a special journal in the German, English, and French languages.

3. All the documents published by the International Office are distributed to the administrations of the Union, in the proportion of the number of contributing units assigned to each by Article XXVIII. preceding.

4. Any additional copies and documents which may be applied for by these administrations are paid for separately at net cost.

5. The International Office must, besides, hold itself always at the disposal of the members of the Union for the purpose of furnishing them with any special information they may require upon questions relating to the International Postal Service.

6. The International Office examines demands for the modification or interpretation of the provisions which regulate the Union. It notifies the results of each examination, and any modification or resolution adopted is not binding until two months at least after its notification.

7. In questions to be solved by the unanimous assent, or by the majority of the administrations of the Union, those which have not sent in their reply within a period of four months are considered as expressing no opinion.

8. The International Office prepares the business to be submitted to future Congresses or Conferences. It provides the necessary copies and printing, edits and distributes amendments, procès-verbaux, and other information.

9. The Director of this office attends the sittings of the Congresses or Conferences, and takes part in the discussions, but without the power of voting.

10. He makes an annual report of his management, which is communicated to all the administrations of the Union.

11. The official language of the International Office is the French language.

XXXI.

Language.

1. The letter bills, tables, statements, and other forms used by the administrations of the Union in their reciprocal exchanges must, as a general rule, be drawn up in the French language, unless the administrations interested arrange otherwise by direct agreement.

2. As regards official correspondence, the present state of things is maintained unless any other arrangement should subsequently be agreed upon by mutual consent between the administrations interested.

XXXII.

Jurisdiction of the Union.

The following are considered as belonging to the Universal Postal Union:—

1. The Island of Heligoland, as assimilated to Germany, from a postal point of view.
2. The principality of Lichtenstein, as subordinate to the postal administration of Austria.
3. Iceland and the Farœ Islands, as forming part of Denmark.
4. The Balearic Isles, the Canary Islands, the Spanish possessions on the Northern Coast of Africa, as forming part of Spain; and the Republic of Andorra, and the postal establishments of Spain upon the Western Coast of Morocco, as subordinate to the postal administration of Spain.
5. Algeria, as forming part of France; the principality of Monaco and the French Post Offices established at Tunis, Tangier (Morocco), and Shanghai (China), as subordinate to the Postal administration of France; Cambodia et Tonquin as assimilated, so far as regards the postal service, to the French colony of Cochin China.
6. Gibraltar, as well as Malta and its dependencies,* as subordinate to the postal administration of Great Britain.
7. The Post Offices which the administration of the English colony of Hong-Kong maintains at †Kiungchow, Canton, Swatow, Amoy, Foochow, Ningpo Shanghai, and Hankow (China), and Hai-Fung and Hanoi (Tonquin).
8. The Indian Postal Establishments of Aden, Muscat, Persian Gulf, Guadur, and Mandalay, as subordinate to the Postal administration of British India.
9. The Republic of San Marino, and the Italian offices of Tunis and Tripoli in Barbary, as subordinate to the Postal administration of Italy.
10. The Post Offices which the Japanese administration has established at Shanghai, Chefu, Chinkiang, Hankow, Ningpo, Foo-Chow, Newwang, Kiukiang and Tien-Tsin (China), and at Fusampo (Corea).
11. Madeira and the Azores, as forming part of Portugal.
12. The Grand Duchy of Finland, as forming an integral part of the Empire of Russia.

XXXIII.

In the interval which elapses between the meetings, every Postal

* Reg. XXXII. No. 6.—Cyprus has since been added.
† Reg. XXXII. No. 7.—Kiungchow is commonly known as Hoihow.

administration of a country of the Union has the right of addressing to the other administrations belonging to it, through the medium of the International Office, proposals for modifying the present regulations. But in order to have effect those proposals must obtain,—

1. Unanimity of votes, if they relate to the modification of the provisions of the Articles III. IV. V. XI. XXVI. XXXIII. and XXXIV;
2. Two-thirds of the votes, if they relate to the modification of the provisions of Articles I. II. VIII. X. XIII. XIV. XV. XVI. XVII. XVIII. XIX. XX. XXII. XXIII. XXIV. XXV. XXVII. XXXI. and XXXII.
3. A simple absolute majority, if they relate to the modification of provisions other than those above indicated, or to the interpretation of the various provisions of the regulations.

Resolutions to be put in force are made binding by a simple notification from the International Office to all the administrations of the Union.

XXXIV.

Duration of the Regulations.

The present Regulations shall be put into execution on the day on which the Convention of the 1st June 1878 comes into force. They shall have the same duration as that Convention unless they should be renewed by mutual consent between the parties interested.

Done at Paris, the 1st June 1878.

APPENDIX G.

THE INTERNATIONAL TELEGRAPH CONFERENCE, 1879.

No. 920-E OF 1879.

PUBLIC WORKS DEPARTMENT,

BOMBAY CASTLE, 15*th December*, 1879.

To the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my No. 805-E dated 10th November, 1879, I am directed to forward, for the information of the Chamber, a copy of letter, No. 542-T, dated 5th December, from the Secretary to the Government of India, in reply to the Memorial of the Chamber on the subject of the restrictions passed by the recent International Telegraph Convention.—I have, &c.,

C. J. MERRIMAN, Colonel, R.E.,
Acting Secretary to Government.

No. 542-T.

GOVERNMENT OF INDIA,

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS—TELEGRAPH.

FORT WILLIAM, 5*th December*, 1879.

To the SECRETARY to the GOVERNMENT of BOMBAY, Public Works Department.

SIR,—In reply to your letter No. 806-E of the 10th November, 1879, forwarding a Memorial from the Bombay Chamber of Commerce on the subject of the rules adopted by the International Telegraph Convention recently held in London, I am directed to state, for the information of the Chamber, that the Government of India had already communicated its approval of the rules to the Secretary of State, with a view to the ratification of the Convention. Even if this had not been the case, the Government of India would have been unwilling to disturb the conclusions arrived at by such a body as the International Telegraph Conference.—I have, &c.,

G. F. L. MARSHALL, Captain, R.E.,
Assistant Secretary to the Government of India.

(True Copy)

S. M. VALLADARES,
Assistant Secretary to Government.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, 12*th Dec.*, 1879.

J. GORDON, Esq., Secretary Chamber of Commerce, Bombay.

DEAR SIR,—I have the pleasure to acknowledge the receipt of your letter of 1st ultimo, forwarding copies of your Chamber's Memorial to His Excellency the Viceroy on the subject of the new telegraph rules applicable to foreign messages, and of your letter to the Director General of the Post Office as to the rates charged on letters and newspapers addressed to the United Kingdom via Brindisi, as compared with the rates charged on covers by the same route for transmission to Europe and America.

With reference to the former subject, I am instructed to place at your disposal copies of this Chamber's letter to the Government of India, which fully endorses your representation as to the objectionable character of the revised rules and the very serious inconveniences to the commercial public which will assuredly result.

Your letter to the Director General of the Post Office had the Committee's careful attention, and they fully concurred in the views submitted by you as to the anomaly which appeared to exist in the rates of postage chargeable on covers to the United Kingdom as compared with the rates charged on covers addressed to Europe and the United States ; but before they had the opportunity of taking up the subject they were in possession of the Director General's reply, which, they think, gives good reasons for the mode in which the postage is charged ; and they conclude that your Chamber is also satisfied with the explanation.—I remain, &c.,

H. N. J. WOOD, Secretary.

BENGAL CHAMBER OF COMMERCE, CALCUTTA, 27*th Nov.*, 1879.

To the SECRETARY to the GOVERNMENT of INDIA, Public Works Department (Telegraph).

SIR,—The Committee of the Chamber of Commerce direct me to acknowledge the receipt of your letter No. 499 of the 30th ultimo, advising them that the revised rules for foreign telegraph messages would be published in the Gazette of India of the 1st instant, and that although the rules will come into operation on the 1st April, 1880, they will not be rigidly enforced until the 1st July following, in so far as they affect codes.

The Committee being now in possession of the published rules desire me to submit for the consideration of the Government of India that the new regulations involve very material changes in those adopted by the St. Petersburgh Conference, now in force. The amendments that have been decided upon are open to the strongest objections that can be urged against disturbing a system with the working of which the mercantile community have become familiar, and against introducing alterations which virtually deprive them of the facilities by which their code and cipher messages have been hitherto transmitted, and throw upon them the burden of reconstructing laborious and expensive methods for the conduct of their telegraphic communications.

The most material alterations as far as extra-European correspondence is concerned appear to be, 1st—that 8 European languages only

are permitted to be used in the wording of telegrams; 2nd—that cipher messages are reduced to three figures to count as one word; and 3rd—that proper names of persons and places in a code message, except in their natural sense, are interdicted.

1.—The restriction to words of 8 languages will deprive the commercial public of the employment of words of 12 other languages used in the territories of the States which were parties to the Convention of 1875, and hitherto permitted: it contracts the scope for selecting the large number of words essential to the formation of mercantile codes, and limits the choice within a proportionally smaller compass, with corresponding disadvantages.

2.—By the reduction of groups of figures from 5 to 3 merchants will be exposed to the utmost inconvenience, because it practically limits them to the use of 1,000 groups of figures, and is besides equivalent to a further increase of the tariff, inasmuch as, under existing rules, code groups of 5 figures when used as cipher pay 50 per cent. more than one word of ten letters—making 3·333 figures equal to one such word—whereas under the new rule, 3 figures only will count for one word. But setting aside the matter of code messages in cipher, the proposed reduction in the number of figures will act very prejudicially in a large number of cases, where figures are used in clear language in telegraphing numbers of samples, cloths, cases, invoices, drafts, &c. These formerly could be transmitted at the tariff rate for a word of ten letters, but will now be charged for as two words, whenever, as is generally the case, they consist of more than 3 figures.

3.—The last-named alteration will preclude the use of names of persons, places, rivers, &c.; and the interdiction of the entire geographical nomenclature, which forms the basis of so many codes, will cause the framing of code-dictionaries under the new rules to be attended with the greatest difficulty. In the absence of any argument for the prohibition the Committee of the Chamber fail to see what possible difference it can make to telegraph signallers to transmit well-known geographical expressions instead of words in various languages, to which they are, for the most part, strangers.

The extra-European correspondence will be materially affected by all these changes; and to the Committee of the Chamber it is inexplicable that the Government of India and the Home authorities consent to a proposal which can only harrass and inconvenience those who conduct the trade between England and the East, and who contribute probably more than three-fourths of the revenue derived from foreign messages beyond Europe. While the new rules will work very hardly upon merchants generally, they will in no way lessen the labour of the Telegraph Department, nor add to its income, for endeavours will no doubt be made by the former to circumscribe their messages within the narrowest limits, and the result will bring no advantage to the Telegraph Administration.

It is scarcely necessary to inquire for what purpose code words are used if not for the purpose of conveying in a limited number of words the maximum amount of information to be so conveyed: but as at present a telegraph line—more especially a cable—will only allow the transmission of a given number of words within a given time, the proper aim of telegraphy should have been directed long ago to increasing the working capacity of the lines to the fullest extent.

The Telegraph Administrations have hitherto failed to accomplish

this, and the public have been driven to do the best they could for themselves by the construction of codes, differing more or less from each other, but virtually promoting the purpose of what, properly speaking, should have been the essential and primary object of Telegraph Conferences.

The Committee cannot but view with alarm the power which, they understand, the Convention have reserved to themselves of making further alterations in their rules before the next triennial meeting. After the harrassing changes which have been made at each Conference, the mercantile community are likely to view with distrust a clause which may, if acted on, render useless any new codes which they may make within a few days of their completion. It is impossible now to go back from code messages, and the Chamber would have much liked to have seen a final settlement of what will be admitted as code words. This they consider would have been better arrived at by a letter tariff as advocated in their letter of 22nd May last, which, while not interfering with existing codes, would have a tendency to eradicate the long words to which the telegraph officials so much object.

As the Committee of the Chamber entertain the gravest apprehensions that the commercial community will be subjected to the most pressing inconveniences under the operation of the proposed new rules, they respectfully solicit the earnest attention of the Government of India and of Her Majesty's Secretary of State to the expediency of withholding assent to the Resolutions of the Conference, and, if necessary, of withdrawing from the Convention, or of limiting the power of their Delegates so as not to become parties to impracticable and useless alterations of rules regarding telegraphic traffic.—I have, &c.,

Secretary.

CHAMBER OF COMMERCE, MANCHESTER, 29*th Nov.*, 1879.

J. GORDON, Esq., Secretary Chamber of Commerce, Bombay.

DEAR SIR,—I beg to acknowledge receipt of your letter of the 3rd November, enclosing Memorials on the subject of the new rules of the Telegraphic Convention as applying to code messages, and the rates of postage to India, on a comparison of the charges between Germany and India, and the rates charged from the United Kingdom.

On both these subjects this Chamber had already been in communication with the Postmaster General, and in compliance with my instructions, I now beg to hand you, for the information of the Bombay Chamber, copies of the letters of the Chamber and the replies which have been received.—I am, &c.,

THOS. BROWNING, Secretary.

LETTER TO POSTMASTER GENERAL.

NEW RULES, CODE TELEGRAMS.

CHAMBER OF COMMERCE, MANCHESTER, 8*th Sept.*, 1879.

The Right HON. LORD JOHN J. R. MANNERS, M.P., Postmaster General, London.

MY LORD,—In reply to a letter addressed to your Lordship by this Chamber, it is stated, under date the 3rd instant, that the Telegraph

Department at the General Post Office had not at that date "a complete printed copy of the Convention," *i.e.*, the "Regulations agreed upon at the recent International Telegraph Conference held in London."

The Chamber has since then obtained a printed copy of the new regulations through another channel. On a perusal of these regulations, the apprehensions existing in regard to the restrictions on the use of proper names of persons and places, it is discovered, were well founded, as it is therein stated in the 8th section that proper names of persons and places must "be used only in their natural sense."

This Chamber, as representatives of merchants largely interested in the preservation of existing facilities of telegraphic communication, and their extension, as far as practicable, beg respectfully to call your Lordship's attention to this objectionable regulation.

Under existing conditions, merchants are enabled to telegraph to the East by a code system, which is constructed and matured only with great labour and at a great cost in each individual case; all of which systems of codes will, however, under this new and vexatious regulation become utterly useless.

The Chamber begs respectfully to bring the subject under your Lordship's attention, in the hope that on a consideration of the loss and great inconvenience which the enforcement of the 8th section will entail upon those interested, your Lordship will use your influence for its removal from the new regulations, and to secure for the public at large the maintenance of reasonable facilities for telegraphic communication with the East.—I have, &c.,

BENJAMIN ARMITAGE, President.

GENERAL POST OFFICE, LONDON, *3rd September*, 1879.

The CHAMBER of COMMERCE, Manchester.

GENTLEMEN,—With reference to that part of your letter of the 28th ultimo, which relates to the Regulations agreed upon at the recent International Telegraph Conference held in London, I am desired by the Postmaster General to inform you that the Department has not at present a complete printed copy of this Convention, but that as soon as complete sets have been prepared, a copy shall be forwarded to you.—I have, &c.,

C. H. B. PATEY.

GENERAL POST OFFICE, LONDON, *10th September*, 1879.

The CHAMBER of COMMERCE, Manchester.

GENTLEMEN,—I am directed by the Postmaster General to acknowledge the receipt of the letter from the President of the Chamber of Commerce, Manchester, of the 8th instant, in which his Lordship's attention is called to a clause in the Regulations agreed upon at the recent International Telegraph Conference.—I am, &c.,

C. H. B. PATEY.

GENERAL POST OFFICE, LONDON, 17*th September*, 1879.

THOS. BROWNING, Esq., Secretary, Chamber of Commerce, Manchester.

SIR,—In reply to your letter of the 28th ultimo, in which the Manchester Chamber of Commerce draws attention to the circumstance that the rate of postage in letters sent from Germany to India, China, or Japan is only 20 pfenning per 15 grammes, equivalent to 2½d. per half ounce, while the postage charged in this country on similar letters is 6d. per half ounce via Brindisi, and 4d. via Marseilles, I am directed by the Postmaster General to state that this difference of charge is explained by the fact that the German Postal Administration, although entitled by the Postal Union Treaty to fix a higher rate for letters to distant countries of the Postal Union, prefers to levy a uniform rate of 20 pfenning on all letters to Union countries.

Germany has no costly postal service with the East to maintain, but avails itself of the services established by the British Government; and the sum which it sacrifices in charging so low a rate of postage is comparatively small. This country, on the other hand, maintains special services both by land and sea for the conveyance of its mails to the East, the loss upon which, at the rates of postage in force last year, amounted to about £232,000 (exclusive of the share borne by the Government of India). With the reduced rates now in force, the loss will be probably increased.—I have, &c.,

WM. JAS. PAGE.

THE BRISTOL INCORPORATED CHAMBER OF COMMERCE & SHIPPING,
SAINT STEPHENS BUILDINGS, BRISTOL, 6*th March*, 1880.

To J. GORDON, Esq., Secretary Chamber of Commerce, Bombay.

SIR,—I had the honour and pleasure of submitting your letter of the 3rd of November last and the copies of Memorials of your Chamber accompanying it to the Council of this Chamber at its Meeting on the 26th of November, who referred the same to a Sub-Committee to consider and report upon, and at the ensuing Meeting of the Council on the 24th December, upon the recommendation of the Sub-Committee, the Council resolved to move the following resolution at the Annual Meeting of the Association of Chambers of Commerce of the United Kingdom in London on the 17th, 18th, and 19th of February.

"That the Executive Council of the Association be requested to memorialise the Postmaster General, calling his attention to the pressing need of some modification of the postage rates, with a view to assimilate those charged to the United Kingdom more fairly to those in force between the East Indies and foreign countries, as it appears from the Memorial of the Bombay Chamber of Commerce that the postage rates at present charged from India, via Brindisi to the United Kingdom, are nearly double those charged to Russia, Germany or the United States, and also to the objectionable alterations in the telegraphic arrangements complained of in the Memorial of the Bombay Chamber of Commerce, viz.:—

"That at the International Telegraph Convention, recently held in London, the following rule was adopted, which, if carried out, will

be productive of very great inconvenience and expense to mercantile interests, viz. :—'Proper names of persons and places in the text of code messages must be used only in the natural sense.'

"That practically the whole of the trade of India is now conducted through the medium of the telegraph, which has, however, only become possible by the use of elaborate codes built up during many years with much thought, labour, and expense. The use of these codes enables merchants to condense into the smallest possible space their telegraphic correspondence, and ever since the introduction of commercial codes proper names have always entered largely into their composition, and, indeed, have always been regarded as more suited than any other class of words for the purpose, owing to the ease with which such words, when mutilated in transmission, can be rendered. A rule, therefore, which excludes the use of proper names as ciphers, would necessitate the compiling afresh of nearly every code now used. Many of these codes were constructed after the St. Petersburgh Convention held only three years ago. And your Excellency will be enabled to form an idea of the expense and labour of constructing these codes when we mention that in one case the construction of a code cost from £1,600 to £1,800, and that the labour of eighteen months was devoted to it. If the rule as to proper names is enforced, the greater proportion of each of the codes now used will, your Memorialists believe, be absolutely useless."

The Resolution was accordingly moved at the London Meeting on the 17th ult. by his Worship the Mayor of Bristol (Henry Taylor, Esq.,) seconded by William Henry Wills, Esq., one of the delegates of this Chamber at that Meeting, and carried unanimously. On the 19th ult., a deputation from the Associated Chambers waited on Lord John Manners, the Postmaster General, on the subject, when the copies of the two Memorials from your Chamber were handed to his Lordship.

Accompanying this letter, by book-post, I send you a copy of "Capital and Labour" of the 25th February containing a report of the proceedings and the resolutions passed at the Annual Meeting of the Associated Chambers of Commerce, also of a Circular letter of the Associated Chambers, dated 21st February, reporting briefly the proceedings of the deputation on the occasion of their interview with the Postmaster General,

You will observe that his Lordship intimated that he had no previous knowledge of the matter, and that it was not under his immediate control, but he promised the Memorials should receive his attention. —I am, &c.,

LEONARD BRUTON, Secretary.

POSTAL AND TELEGRAPHIC COMMUNICATION WITH INDIA AND FOREIGN TELEGRAMS.

ASSOCIATION OF CHAMBERS OF COMMERCE OF THE UNITED KINGDOM,
1, GREAT COLLEGE STREET, WESTMINSTER, S. W.,
21*st February*, 1880.

With reference to the resolution on these subjects which was passed on the 17th February, a deputation from the Association, consisting of John Whitwell, Esq., M.P. (the President), Mr. Jacob Behrens, Mr.

George De Lisle Bush, Mr. W. H. Wills, Mr. L. Bruton, Mr. A. Grace, Mr. W. F. Moore, Mr. J. F. Wilson, Mr. C. B. Dobson, and several other gentlemen, had an interview with the Postmaster General on Thursday the 19th instant.

The Memorial was presented by Mr. Whitwell, who introduced the deputation. Mr. Jacob Behrens gave explanations with reference to the paragraphs relating to Foreign Telegrams, and the reduction of inland telegraphic rates. Mr. W. H. Wills explained the bearing of that part of the Memorial which relates to postal and telegraphic communication with India, and handed to his Lordship copies of two Memorials from the Bombay Chamber of Commerce on the subject.

In reply Lord John Manners pointed out that, so far as the members of the deputation had desired modification of the regulations at present existing with regard to foreign countries, England had no power to alter the conclusion arrived at by a convention which was recently held, and no other convention could be made until all the contracting Powers assented to it. He need not impress upon them the difficulty of bringing such a convention together, considering that foreign countries, even as far away as Japan, were interested in it. He could only recommend them to ascertain how the present system worked, and bring the matter before the next Telegraph Conference that was held. As to the proposed alteration in the telegraph system of England, he could only say at present that he would give the matter his careful consideration. Respecting the India mails, he was not sure of the fact, but he thought that the regulations complained of were made by the Indian Postal Union, which was not in any way connected with this department.

INTERNATIONAL CONVENTION.

ART. 1.

The High Contracting Parties recognise the right of all persons to correspond by means of the international telegraphs.

ART. 2.

They undertake to adopt all necessary measures to insure the secrecy of messages, and their prompt despatch.

ART. 3.

They, however, declare that they accept no responsibility on account of the service of the international telegraphs.

ART. 4.

Each Government undertakes to devote to the international telegraph service, special wires, in sufficient number to insure a rapid transmission of telegrams.

These wires shall be established and worked in the best manner that experience in the service has made known.

ART. 5.

Telegrams are classed in three categories :—

1st. Government telegrams : those which emanate from the Chief of the State, Ministers, Commanders-in-Chief of Land or Sea forces, and Diplomatic or Consular Agents of the Contracting Governments ; also the replies to such telegrams.

2nd. Service Telegrams: those which emanate from the Telegraph Administrations of the Contracting States, and which relate either to the service of the international telegraphs, or to objects of public interest agreed upon between the said Administrations.

3rd. Private telegrams.

In transmission, Government telegrams take precedence of other telegrams.

ART. 6.

Government and service telegrams may be forwarded on all occasions in secret language.

Private telegrams in secret language may be exchanged between two States which admit that mode of correspondence.

States which do not admit private telegrams in secret language to emanate from, or terminate at, their offices, will allow them to pass in transit, unless the service be suspended, as defined in Art. 8.

ART. 7.

The High Contracting Parties reserve to themselves the power to stop the transmission of any private telegram which may appear dangerous to the security of the State, or which may be contrary to the laws of the country, to public order, or decency.

ART. 8.

Each Government also reserves to itself the power to interrupt the system of the international telegraphs for an indefinite period, if it judges it necessary; either generally, or only upon certain lines and for certain kinds of messages, upon condition that it immediately advises each of the other Contracting Governments.

ART. 9.

The High Contracting Parties engage to enable every sender to profit by the different arrangements agreed upon between the Telegraph Administrations of the Contracting States, for the purpose of giving additional guarantees and facilities for the transmission and delivery of messages.

They also undertake to enable him to profit by the arrangements made and notified by any one of the other States, for the employment of special means of transmission of delivery.

ART. 10.

The High Contracting Parties announce their adoption of the following bases for the formation of International Tariffs:

The charge for all messages exchanged, by the same route, between the offices of any two of the Contracting States, shall be uniform. In applying this principle, however, a State may be sub-divided in Europe into two large territorial divisions; but not more.

The rate of charge is laid down from State to State, under agreement between the terminal Governments and the intermediate Governments.

The charges composing the tariffs applicable to the messages exchanged between the Contracting States may, at any time, be modified by a common agreement.

The franc is the monetary unit employed in the composition of international tariffs.

ART. 11.

Telegrams relating to the international telegraph service of the Contracting States are transmitted free over all the lines of the said States.

ART. 12.

The High Contracting Parties reciprocally owe each other account of the charges which they respectively collect.

ART. 13.

The stipulations of the present Convention are completed by Service Regulations, the provisions of which may be, at any time, modified by common accord by the Administration of the Contracting States.

ART. 14.

A central office, placed under the superior authority of the chief Administration of one of the Contracting Governments, designated for that purpose in the Service Regulations, is appointed to collect, arrange, and publish information of all kinds relating to international telegraphy, to circulate requests for modifications of tariffs and Service Regulations, to give notice of the changes adopted, and generally to study all subjects and execute all work entrusted to it in the interest of international telegraphy.

The expenses incurred in working this office are supported by all the Administrations of the Contracting States.

ART. 15

The Tariffs and Service Regulations provided for by Articles 10 and 13 are annexed to the present Convention. They possess the same value, and come into operation at the same time, as the Convention.

They will be subjected to revisions, at which all the States which have taken part in them, will have the right to be represented.

With this object, Administrative Conferences will take place periodically, each Conference fixing the time and place of the next meeting.

ART. 16.

These Conferences are composed of delegates representing the Administrations of the Contracting States.

In the deliberations, each Administration has a right to one vote, provided always that when there are different administrations of the same Government, a request to this effect shall have been made through the diplomatic channel to the Government of the country in which the Conference is to take place, before the date fixed for its opening, and also that each of the different Administrations has a special and distinct representative.

The revisions resulting from the deliberations of the Conferences can only come into operation after they have been approved by all the Governments of the Contracting States.

ART. 17.

The High Contracting Parties reserve to themselves respectively the right to make separately, among themselves, particular arrangements of every kind in matters of service which do not interest the generality of the State.

ART. 18.

States which have not taken part in the present Convention will be admitted to adhere to it on their request.

This adhesion will be notified through the diplomatic channel to the Contracting State in which the last Conference was held, and by that State to all the others.

It will convey, with full right, accession to all the clauses and admission to all the advantages stipulated by the present Convention.

ART. 19.

Telegraphic relations with non-adhering States or private Companies, are regulated, in the general interest of the progressive development of communication, by the Service Regulations provided for by Article 13 of the present Convention.

ART. 20.

The present Convention will be put into execution from 1st January, 1876, new style, and will remain in force for an indefinite period, or until the lapse of one year from the date of its renunciation.

A renunciation made by any State only affects that State. The convention remains in force for the other Contracting Parties.

ART. 21, and last.

The present Convention will be ratified and the ratifications exchanged at St. Petersburgh with as little delay as possible.

Done at St. Petersburg, the $\frac{10}{22}$ July, 1875.

INTERNATIONAL SERVICE REGULATIONS ANNEXED TO THE TELEGRAPH CONVENTION OF ST. PETERSBURG.

LONDON REVISION.

Article 13 of the Convention.

The stipulations of the present Convention are completed by Service Regulations, the provisions of which may be, at any time, modified by common accord by the Administrations of the Contracting States.

I. INTERNATIONAL SYSTEM.

Article 4 of the Convention.

Each Government undertakes to devote to the international telegraph service special wires, in sufficient number to insure a rapid transmission of telegrams.

These wires shall be established and worked in the best manner that experience in the service has made known.

I.

1. Towns between which the exchange of traffic is continuous or very active, are, as far as possible, connected by direct wires, of at least 0·197 in. in diameter, which, relieved from the work of intermediate offices, are as a rule devoted to the service between the two towns named as their extreme points.

2. These wires may be taken from this special service in case of

derangement of the lines ; but they should be returned to it as soon as the derangement ceases.

3. The telegraph Administrations indicate one or more intermediate offices on each wire, which are obliged to receive messages in transit, when direct transmission between the two terminal offices is impossible.

II.

1. The Administrations co-operate, within the limits of their respective spheres of action, for the protection of the international wires and submarine cables ; they combine their arrangements so that the best results may be obtained from each wire.

2. The Departmental heads of the sections next to the frontiers, communicate with each other direct to insure, as far as they are concerned, the execution of these arrangements.

III.

The Morse and Hughes instruments remain concurrently adopted for the service of the international wires, until a new understanding is effected respecting the introduction of other instruments.

IV.

1. Between important towns of the Contracting States, the service is, as far as possible, permanent, day and night, without interruption.

2. Ordinary offices performing full day duty, are open to the public, at least from 8 A.M. to 9 P.M.

3. The hours during which offices of limited duty are kept open, are fixed by the respective Administrations of the Contracting States. Each State is at liberty to arrange that offices of full day duty shall perform only limited duty on Sundays. It communicates this arrangement to the International Office, which notifies it to the other Administrations.

4. Offices at which the duty is not permanent cannot be closed before transmitting all their international telegrams to an office at which the duty is permanent.

5. Between two offices of different States, communicating by a direct wire, the signal for closing is given by the office belonging to the State whose capital is situated the most to the west.

6. This rule applies to the closing of the diaries, and to the division of the watches, in offices performing permanent duty.

7. The same time is kept by all the offices of each State ; this is generally the mean time of the capital of the State.

V.

The following notations are adopted in the international tariff books to designate the telegraph offices :—

N. Office performing permanent duty (day and night).

$\frac{N.}{2}$ Office performing day duty prolonged to midnight.

C. Office performing full day duty.

L. Office performing limited day duty (*i.e.*, open during a number of hours less than the offices performing full day duty.

B. Office open during the bathing season only.
H. Office open during the winter season only.
E. Office open during the stay of the Court only.

} These notations can be combined with those preceding.

$\frac{L.}{B.C.}$ Office performing full duty during the bathing season, and limited duty during the rest of the year.

$\frac{L.}{H.C.}$ Office performing full duty during the winter, and limited the rest of the year.

F. Railway telegraph office open for private messages.

P. Office of a private company.

S. Semaphore station.

*. Office to be opened shortly.

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2. GENERAL TRAFFIC ARRANGEMENTS.

Article 1 of the Convention.

The High Contracting Parties recognise the right of all persons to correspond by means of the international telegraphs.

Article 2 of the Convention.

They undertake to adopt all necessary measures to insure the secrecy of messages, and their prompt despatch.

Article 3 of the Convention.

They, however, declare that they accept no responsibility on account of the service of the international telegraphs.

Article 5 of the Convention.

Telegrams are classed in three categories :—

1st. Government telegrams : those which emanate from the Chief of the State, Ministers, Commanders-in-Chief of Land or Sea forces, and Diplomatic or Consular Agents of the Contracting Governments ; also the replies to such telegrams.

2nd. Service telegrams : those which emanate from the Telegraph Administration of the Contracting States, and which relate either to the service of the international telegraphs, or to objects of public interest agreed upon between the said Administrations.

3rd Private telegrams.

In transmission, Government telegrams take precedence of other telegrams.

Article 7 of the Convention.

The High Contracting Parties reserve to themselves the power to stop the transmission of any private telegram which may appear dangerous to the security of the State, or which may be contrary to the laws of the country, to public order or decency.

Article 8 of the Convention.

Each Government also reserves to itself the power to interrupt the system of the international telegraphs for an indefinite period, if it judges it necessary, either generally, or only upon certain lines and for certain kinds of messages, upon condition of its immediately advising each or the other Contracting Governments.

3. MANNER OF WRITING AND ACCEPTANCE OF TELEGRAMS.

Article 6 of the Convention.

Government and service telegrams may be forwarded on all occasions in secret language.

Private telegrams in secret language may be exchaged between two States which admit that mode of correspondence.

States which do not admit private telegrams in secret language to emanate from, or terminate at, their offices, will allow them to pass in transit, unless the service be suspended, as defined in Art. 8.

VI.

Telegrams may be written in plain language, in preconcerted language, or in cipher.

VII.

1. Telegrams in plain language must offer an intelligible sense in any one of the languages used in the territories of the Contracting States, or in Latin.

2. Each Administration indicates, amongst the languages used in the territories of the State to which it belongs, those which it considers suitable for international telegraphic correspondence in plain language.

3. Service telegrams are written in French, unless the Administrations concerned have arranged for the use of another language.

4. This regulation applies to the instructions in the preamble, and to service or official notices which accompany the transmission of messages.

VIII.

1. By preconcerted language is understood the employment of words which, while presenting in the case of each an intrinsic sense, do not form phrases intelligible to the transmitting offices.

2. These words are extracted from codes admitted for international messages in preconcerted language, but the composition of the codes differs in the case of the European and extra-European systems.

3. In the *European system*, telegrams in preconcerted language must only contain words belonging to one of the languages mentioned in paragraph 2 of Article VII. Each telegram is to contain words taken from the same language only.

4. In the *extra-European system*, telegrams in preconcerted language must only contain words belonging to the English, French, German, Italian, Dutch, Portuguese, Spanish, and Latin languages. Each telegram may contain words taken from all the above-mentioned languages.

5. Proper names cannot be employed in the composition of codes. They are only admitted in telegrams in preconcerted language, with their signification in plain language.

6. The original sending office can demand the production of the code, for the purpose of controlling the execution of the preceding regulations.

IX.

1. The following are considered as telegrams in cipher :—

a. Those which are composed of figures or of secret letters ;

b. Those which contain, either any series or groups of figures or

letters, the meaning of which may not be understood by the original sending office, or words, names or collections of letters, not fulfilling the conditions required for plain language (Article VII.) or preconcerted language (Article VIII.)

2. The body of cipher telegrams may either be wholly cipher, or partly cipher and partly plain. In the latter case, the cipher portions should be placed between two parentheses, separating them from the rest of the message which precedes or follows. The part in cipher must be composed exclusively of letters of the alphabet, or exclusively of Arabic figures.

3. Extra-European Administrations are authorized to decline to admit upon their lines private telegrams containing secret letters.

X.

1. The telegram to be transmitted should be legibly written in characters which have their equivalents in the official list of telegraph signals (Article XI.), and which are in use in the country where the telegram is presented.

2. The body of the message should be preceded by the address, which may be written in a preconcerted or abbreviated form. But the faculty accorded to a receiver to have a telegram thus addressed, delivered to him at his residence, must depend upon an arrangement made between such receiver and the telegraph office. Every address must contain at least two words, the first representing the address of the receiver, the second indicating the name of the terminal telegraph office.

3. The signature may be similarly abbreviated, or omitted. When it forms one of the words to be transmitted, it should be placed after the body of the message. When it is omitted, the last word of the message takes its place in indicating the telegram in official communications relating to it.

4. The sender should write on the form, between parentheses and immediately before the address, his instructions relative to delivery at destination, prepayment of reply, acknowledgment of receipt, to its being an urgent or collated telegram, or to its being a telegram to follow, &c.

5. These instructions may be written in the abbreviated form adopted for the official instructions between the offices. In this case, each instruction is counted as one word only. When they are expressed in ordinary language, they should be written in French.

6. Every interlineation, reference, erasure, or alteration of words, must be authenticated by the sender of the telegram or by his representative.

XI.

The following are the characters available for the composition of telegrams :—

LETTERS.

A, B, C, D, E, É, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.

FIGURES.

1, 2, 3, 4, 5, 6, 7, 8, 9, 0.

Punctuation and other Signs.

Full stop (.), comma (,), semicolon (;), colon (:), note of interrogation (?), note of exclamation (!), apostrophe ('), hyphen (-), parentheses (), inverted commas ("), bar of division (/), underline.

Official Codes.

Urgent private telegram, D; reply paid, RP.; $\frac{\text{collated}}{\text{repeated}}$ telegram, TC.; acknowledgment of receipt, CR.; telegram to follow, F.S.; post paid, PP.; express paid, XP.; telegram delivered open, RO.

By the Morse Instrument only.

The letters: Ä, Å, or Á, Ñ, Ö, Ü.

By the Hughes Instrument only.

The signs: Cross (+), double hyphen (=).

XII.

1. The address should contain all the particulars necessary to insure the delivery of the telegram at its destination. With the exception of personal names, these particulars should be written in French, or in the language of the country to which the telegram is addressed.

2. The address of private telegrams should always be such that delivery to the receiver can be effected without difficulty, or the necessity of making inquiries.

3. For large towns, it should comprise the name of the street and the number; or, in default of these particulars, the name of the profession of the receiver, or similar information.

4. For small towns even, the name of the receiver ought, if possible, to be accompanied by information sufficient to guide the delivering office, in case of any alteration of the proper name.

5. The name of the terminal country is essential whenever doubt is possible as to the direction to be given to the telegram.

6. Telegrams containing addresses which are not in accordance with the conditions of the preceding paragraphs, should nevertheless be transmitted.

7. In all cases, the sender supports the consequence of insufficiency of address.

XIII.

1. Government telegrams should bear the seal or stamp of the authority who sends them. This formality is not exacted when the authenticity of the telegram can give rise to no doubt.

2. The right to return a reply as a Government telegram is recognised on production of the original Government telegram.

3. Telegrams from Consular Agents who are engaged in commerce, are not considered as Government telegrams, except when they are addressed to an official personage, and when they relate to official affairs. Telegrams which do not fulfil the last-named conditions are not, however, refused by the sending office, but the latter signals them immediately to the central Administration.

XIV.

1. In service telegrams the signature is not transmitted ; these telegrams are addressed in the following form :—

Paris from St. Petersburg.

Director-General to Director-General.

2. In service notices exchanged between the offices relative to contingencies of transmission, the telegram is sent with a number only, and without address or signature.

XV.

1. The sender of a private telegram is bound to prove his indentity when requested to do so by the sending office.

2. He has, on his side, the power of including in his telegram the legalisation of his signature. He may have the legalisation transmitted either as written, or by the formula : "*Signature legalised by . . . .*"

3. The office satisfies itself that the legalisation is genuine. Except when the signature is known to it, the office cannot regard it as authentic unless it is accompanied by the seal or stamp of the legalising authority. In all other cases, it must refuse to accept of transmit the legalisation.

4. The legalisation, as transmitted, enters in the number of words charged for. It is placed after the signature of the telegram.

4. TARIFFS.

Article 10 of the Convention.

The High Contracting Parties declare their adoption of the following bases for the formation of international tariffs :

The charge for all messages exchanged by the same route, between the offices of any two of the Contracting States, shall be uniform. In applying this principle, however, a State may be sub-divided in Europe into two large territorial divisions ; but not more.

The rate of charge is laid down from State to State, under agreement between the terminal Governments and the intermediate Governments.

The charges composing the tariffs applicable to the messages exchanged between the Contracting States may, at any time, be modified by a common agreement.

The franc is the monetary unit employed in the composition of international tariffs.

Article 11 of the Convention.

Telegrams relating to the international telegraph service of the Contracting States are transmitted free over all the lines of the said States.

XVI.

1. The tariff applicable to international messages is fixed according to the Tables which form a supplement to the present Service Regulations, except such alterations of the rate or bases of application of the tariffs as may be agreed upon between interested States, by virtue of paragraph 4 of Article 10 and of Article 17 of the Convention.

2. These modifications should have for object and effect, not the creation of competition in charges between existing routes, but, on the contrary, the opening of as many routes as possible to the public at equal charges; and the necessary combination should be so made that the terminal rates of the first and final Administrations remain equal, no matter what route is followed.

3. No new charge or arrangement, no modification of either a general or partial character, shall come into operation before the lapse of, at least, two months after its notification by the International Office.

XVII.

1. A word rate is applied over the entire distance.

2. For European traffic, in the absence of special arrangements between interested States, the charge is laid down without any condition as to a minimum number of words. To the charge for the actual number of words, is added a charge equal to 5 words, per telegram.

XVIII.

1. Telegraph Administrations and offices adopt all necessary measures to diminish, as much as possible, the number and length of service telegrams, to which the privilege of free transmission is accorded by Article 11 of the Convention.

2. Information not of an emergent nature is asked for or given through the post, by prepaid letters.

XIX.

1. Every rectifying or completing telegram, and generally every communication exchanged between a sender and recevier, or by either of them with a telegraph office, respecting a telegram already transmitted or in course of transmission, is a private telegram, and is treated and charged for, in accordance with the provisions of the present Service Regulations.

2. The tariff is refunded if the communication was caused by any of the circumstances which justify reimbursement of charges under Article LXV. In case of rectification of errors of service in uncollated telegrams, the charges made for the rectifying telegrams only, are reimbursed.

3. A telegraph office which receives a communication of the above description, attends to it and replies, if the reply is prepaid and within the limit indicated.

4. The conditions which form the object of paragraph 1, Article LXIV., are applicable to the communications treated of in the present article.

XX.

1. The charge is calculated according to the least expensive route between the starting-point of the telegram and its destination, unless the sender selects another route in conformity with Article XXXVIII.

2. The indication of the route written by the sender is transmitted in the preamble as a service instruction, and is not charged for.

3. The Administrations of the Contracting States undertake to avoid, as far as possible, changes of rates resulting from interruptions of submarine cables.

XXI.

1. The charges collected under Articles XVI. and XVII., may be rounded, by an increase or decrease, either after application of the

normal rates per word fixed in accordance with the tables annexed to the present Service Regulations, or by an increase or decrease of those normal rates, to suit the monetary or other convenience of the original country. In the latter case, the sending Administration has also the power to alter, so far as the collection is concerned, the number of words constituting the constant or additional charge.

2. Alterations made in execution of the preceding paragraph, apply only to the charges collected by the original office, and in no way affect the division fixed by the said tables, to the profit of the other Administrations concerned. They must be so regulated that the difference between the rate collected for a telegram of 15 words and the exact rate, calculated in conformity with the tables, by means of the equivalents in the following paragraph, shall not exceed one-fifteenth of the latter rate.

3. The following shall be the maximum amounts collected for a franc:—

In Germany, 0·85 of a mark.
In Austria and Hungary, 50 kreuzers (Austrian value).
In Denmark, 0·75 of a krone.
In Egypt, 3 piasters 34 paras, tariff money.
In Spain, 1 peseta.
In Great Britain, 10d.
In Greece, 1·20 drachma.
In British India, 0·50 of a rupee.
In Italy, 1 lira.
In Japan, 0·24 of a Mexican dollar.
In Norway, 0·75 of a krone.
In the Netherlands and Dutch East Indies, 0·50 of a florin.
In Persia, 23 schahis.
In Portugal, 200 reis.
In Roumania, 1 new piaster.
In Russia, 0·25 of a rouble.
In Servia, 1 dinar.
In Sweden, 0·75 of a krone.
In Turkey, 4 piasters, 13 paras, 1 aspre medjidies.

4. Payment may be demanded to the metallic value of the money.

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5. COUNTING WORDS.

XXII.

1. All that the sender writes in his telegram, to be transmitted, is included in reckoning the cost, except as stated in paragraph 8 of the following Article, and in paragraph 2 of Article XX.

2. Words, numbers, or signs added by the office, in the interest of the service, are not charged for.

3. The name of the original sending station, and the date, hour, and minute of the deposit of the message, are officially written on the copy delivered to the receiver.

4. The sender can insert these notices, wholly, or in part, in the body of his telegram. In which case they enter in the number of words charged for.

XXIII.

1. The maximum length of a word is fixed at fifteen characters, according to the Morse alphabet; any excess, up to fifteen additional characters, is counted as a word.

2. For extra-European traffic, the maximum is fixed at ten characters.

3. Words joined by a hyphen are counted as so many separate words.

4. Words separated by an apostrophe are counted as so many separate words.

5. Combinations or alterations of words contrary to the usage of the language are not admitted. Nevertheless, proper names of towns and persons, names of places, squares, streets, &c., titles, Christian names, particles, qualifications, and numbers written at length, are counted for the number of words employed by the sender to express them.

6. Numbers expressed in figures are counted at the rate of five figures to a word, plus one word for any excess. The same rule applies in counting groups of letters. For extra-European traffic, the number of words to which a group of figures or letters corresponds, is obtained by dividing the figures by three, and adding, if necessary, a word for the remainder.

7. Every separate character, whether letter or figure, is counted as a word. The same applies to an underline.

8. Signs of punctuation, hyphens, apostrophes, inverted commas, parentheses, fresh paragraphs, are not counted. On extra-European lines the transmission of these signs is not obligatory.

9. Decimal points and commas used in the formation of numbers and bars of division, are each counted as a figure.

10. Letters added to figures to form ordinal numbers are each counted as a figure.

XXIV.

The following examples determine the interpretation of the rules to be followed in counting words:—

[EQUIVALENTS.]	DESCRIPTION OF TRAFFIC. European.	Extra-European.
Responsibility (14 characters)	1 word	2 words
Kriegsgeschichten (15 characters)	1 ,,	2 ,,
Inconstitutionality (19 characters)	2 ,,	2 ,,
A-t-il	3 ,,	3 ,,
Today (without hyphen)	1 ,,	1 ,,
That's to say	4 ,,	4 ,,
Weston-Super-Mare	3 ,,	3 ,,
Westonsupermare (15 characters)	1 ,,	2 ,,
Aachen	1 ,,	1 ,,
Newyork	1 ,,	1 ,,
New York	2 ,,	2 ,,
Frankfort on Main	3 ,,	3 ,,
Frankfort a/M	2 ,,	2 ,,
New South Wales	3 ,,	3 ,,
Newsouthwales (13 characters)	1 ,,	2 ,,
Van de Brande	3 ,,	3 ,,
Vandebrande (11 characters)	1 ,,	2 ,,
Du Bois	2 ,,	2 ,,
Dubois	1 ,,	1 ,,
Belgrave Square	2 ,,	2 ,,

[EQUIVALENTS.]	DESCRIPTION OF TRAFFIC. European.	Extra-European.
Hyde Park	2 words	2 words
Saintjames Street	2 ,,	2 ,,
Portland Place	2 ,,	2 ,,
44½ (5 figures and signs)	1 ,,	2 ,,
444½ (6 ,, ,,)	2 ,,	2 ,,
444,5 (5 ,, ,,)	1 ,,	2 ,,
444,56 (6 ,, ,,)	2 ,,	2 ,,
10 pounds 10 shillings	4 ,,	4 ,,
10s. 10d.		
10s. 10	3 ,,	3 ,,
Rs. 793,8	2 ,,	3 ,,
11 R 10	3 ,,	3 ,,
11, 10	1 ,,	2 ,,
The 17th	2 ,,	3 ,,
The 1529th	3 ,,	3 ,,
44/2	1 ,,	2 ,,
44/	1 ,,	1 ,,
2%	1 ,,	2 ,,
2 p. %	3 ,,	3 ,,
Eight /10	2 ,,	2 ,,
5/ tweifths	2 ,,	2 ,,
5 bis	2 ,,	2 ,,
5 ter	2 ,,	2 ,,
Deux cent trente quatre	4 ,,	4 ,,
Deuxcenttrentequatre (20 characters)... ...	2 ,,	2 ,,
Two hundred and thirty four	5 ,,	5 ,,
Twohundredandthirtyfour (23 characters) ...	2 ,,	3 ,,
E.	1 ,,	1 ,,
E. M.	2 ,,	2 ,,
Emvthf (6 letters)	2 ,,	2 ,,
Tmrlz (5 letters)	1 ,,	2 ,,
CH22 (trade mark)	2 ,,	2 ,,
ADVGMY (,,)	2 ,,	2 ,,
AP / M (,,)	1 ,,	2 ,,
3 / M (,,)	2 ,,	2 ,,
C.H.F. 45 (,,)	4 ,,	4 ,,
The matter is urgent ; leave at once (7 words and 2 underlines)*	9 ,,	9 ,,

XXV.

In telegrams containing preconcerted language or cipher language, the plain words are counted in conformity with paragraphs 1 to 5 inclusive, of Articles XXIII. Words in admissible preconcerted language are counted according to the same rules. Groups of figures or letters, and words, names, or collections of letters, not admissible in plain or preconcerted language, are counted according to the rules laid down in paragraphs 6 to 10 inclusive, of Article XXIII. above named.

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6. PAYMENT OF CHARGES.

XXVI.

1. Charges for messages are prepaid, except as provided for in the following cases, *i.e.*, the supplementary charge for messages to follow

* The signal for an underline is transmitted before and after each word or passage to be underlined.

(Art. LII. § 6), the charge for conveyance by express (Art. LVI. § 1), and the charge for semaphoric telegrams (Art. LVIII. § 6) which are collected by the delivery office.

2. The sender of an international telegram has the right to request, a receipt for it, showing the amount paid.

3. The sending office is entitled to charge and retain a booking fee for this service, within the limits of a quarter of a franc.

4. In every case where charges are to be collected on arrival, the telegram is only given over to the addressee upon payment of the amount due.

5. If the charges to be collected by the delivering office are not recovered, the loss is borne by that office, except where special agreements have been concluded in conformity with Art. 17 of the Convention, and except also in the cases provided for by Articles LII. and and LVIII. hereafter, for the retransmission of telegrams to follow and for semaphoric telegrams.

6. Telegraph Administrations take, however, as far as possible, the necessary measures in order that charges due on delivery which are not paid by the addressee, be recovered from the sender. When such recovery is effected, the department which effects it, credits the department interested with the amount.

XXVII.

1. In sufficient charges collected in error, and charges or expenses not recovered from the addressee in consequence of his refusing to pay them, or of his being impossible to find him, should be completed by the sender.

2. On the other hand, charges erroneously collected in excess are returned. No return, however, is made on account of an excess of stamps used by the sender unless he applies for it.

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7. TRANSMISSION OF TELEGRAMS.

a. Signals.

XXVIII.

The following tables show the signals employed in working the Morse and Hughes instruments.

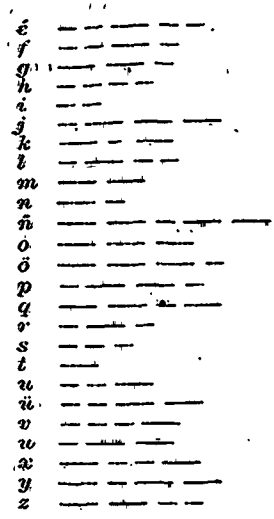
A. Morse Signals.

LENGTH OF SIGNALS AND SPACING :

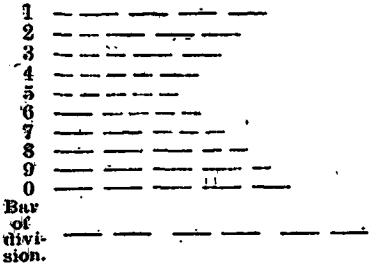
1. A bar is equal to 3 dots.
2. The space between the signals which form the same letter is equal to one dot.
3. The space between two letters is equal to 3 dots.
4. The space between two words is equal to 5 dots.

LETTERS.

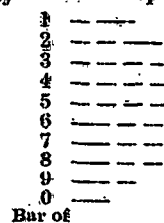
a — ——
ä — —— — ——
á or ä — —— —— — ——
b —— — — —
c —— — —— —
ch —— —— —— ——
d —— — —
e —



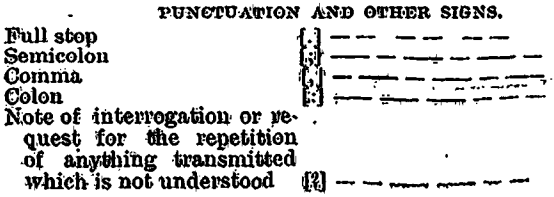
FIGURES.



The following signals may also be employed to express figures, but only in official repetitions.



PUNCTUATION AND OTHER SIGNS.


Full stop
Semicolon
Comma
Colon
Note of interrogation or request for the repetition of anything transmitted which is not understood

Note of exclamation	[!]	— — — — — —
Apostrophe	[']	— — — — — — —
Fresh paragraph		— — — — — —
Hyphen	[-]	— — — — — —
Parentheses (to precede and follow the words placed between)	( )	— — — — — — — —
Inverted commas	["]	— — — — — — —
Underline (to precede and follow the word or sentence)		— — — — — — —
Signal separating the preamble from the address, the address from the body, and the body from the signature		— — — — —

OFFICIAL CODES AND SIGNALS.

Government Telegram	— — —
Service ,,	— — —
Urgent private ,,	— — — —
Ordinary ,, ,,	— — — — —
Reply paid	— — — — — — — — —
Collated ——— telegram	— — — — — —
Repeated	
Acknowledgment of receipt	— — — — — — — — —
Telegram to follow	— — — — — — — —
Post paid	— — — — — — — — — —
Express paid	— — — — — — — — — —
Telegram delivered open	— — — — — — — —
Call signal (preliminary of every transmission)	— — — — — —
Understood	— — — — —
Error	— — — — — — — —
End of transmission	— — — — — — —
Request to transmit	— — — — — — — —
Wait	— — — — —
Receipt finished	— — — — — — — — — —

B. HUGHES SIGNALS.

LETTERS.

A, B, C, D, E, F, G. H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.

FIGURES.

1, 2, 3, 4, 5, 6, 7, 8, 9, 0.

PUNCTUATION AND OTHER SIGNS.

Full stop, comma, semicolon, colon, note of interrogation, note of exclamation, apostrophe, cross +, hyphen, accented é, bar of division /, double hyphen =, parenthesis left (, parenthesis right), &, inverted commas ".

The space between two numbers is marked by two blanks. In transmitting and collating a fractional number which is not a decimal, the whole number must be separated by a blank from the numerator of the vulgar fraction which follows. (Example : 1 3/4, and not 13/4.)

Words and sentences underlined are preceded and followed by two hyphens (example — — *without delay* — —), and are underlined by hand by the receiving clerk.

OFFICIAL CODES AND SIGNALS.

Government telegram	S.
Service „	A.
Urgent private „	D.
Non-urgent private telegram	P.
Reply paid	RP.
Collated telegram	TC.
Acknowledgment of receipt	CR.
Telegram to follow	FS.
Post paid	PP.
Express paid	XP.
Telegram delivered open	RO.

To call or answer a station : give blank and N alternately.

To adjust the synchronism and to ask with that object for a continued repetition of the same signal : give blank, I, and T, as many times as may be necessary.

To request or facilitate the adjustment of the electro-magnet : give blank, I, N, and T, repeated as many times as necessary.

To give wait ; give A T T, followed by the probable duration of the wait.

To indicate an error : give two or three N's without any sign of punctuation.

To interrupt transmission : give two or three letters of any kind with sufficient space between them.

Accents upon the letter E are made by hand with a pen or pencil at the end of the words (with or without s) when they are essential to the sense (Ex. "*Achète, acheté*"). In the latter case the sending clerk repeats the word after the signature, and shows the accented E in it between two blanks, in order to impress it upon the attention of the receiving office. For ä, ö, and ü,—ae, oe, and ue are signalled.

b. ORDER OF TRANSMISSION.

XXIX.

1. The transmission of telegrams takes place in the following order :—

a. Government telegrams.
b. Service „
c. Urgent private „
d. Non-urgent private telegrams.

2. Every office which receives by an international wire a telegram presented as a Government or service telegram, retransmits it as such.

3. Service notices emanating from the different offices and relating to the contingencies of transmission, circulate throughout the international system in the same manner as service telegrams.

XXX.

1. A telegram commenced cannot be interrupted to give place to a communication of superior rank, except in case of absolute emergency.

2. Telegrams of the same rank are transmitted by the original sending offices in the order of their deposit by the senders, and by the intermediate offices in the order of their reception.

3. At intermediate offices, local telegrams and transit telegrams which have to be sent by the same wires, are placed together and transmitted without distinction, according to the time received at the office.

4. Between two offices in direct communication, telegrams of the same rank are transmitted in alternate order.

5. This rule and that in paragraph 1 of Article XXIX. may, however, be departed from in the interest of quickness of transmission, on lines where the traffic is continuous, or which are worked by special instruments.

XXXI.

1. On the Morse instrument, Government telegrams, service telegrams, and urgent private telegrams are not counted in the alternate order of transmission.

2. The transmission of telegrams by the Hughes instrument is effected by alternate series. The heads of the two offices in communication fix the number of telegrams, of whatsoever class they may be, constituting each series. In doing this they take account of the length of the telegrams and exigencies of service. No series may, however, comprise more than ten telegrams. Telegrams of the same series are considered as forming a single transmission, which should not be interrupted, except in case of great emergency. As a general rule, any telegram of two hundred words or upwards is considered as forming an entire series. This mode of transmission may be applied in signalling by the Morse instrument on important lines where the work is continuous ; but in this case a series must not comprise more than five telegrams.

3. The office which has transmitted a series has a right to continue if [on finishing the series] it comes upon a Government or service telegram, or an urgent private telegram which possesses the right of priority, unless the office which has just received, has already commenced to transmit in its turn.

4. By either instrument, when the transmission of a telegram or of a series is finished, the office which has received, transmits in its turn, if it has a telegram ; if not, the other continues. If there is nothing further to transmit on either side, the two offices give each other reciprocally the signal " *Zero.*"

c. MODE OF PROCEEDING.

XXXII.

1. All correspondence between two offices commences by the call signal, or the code of the office called.

2. The office called must reply immediately, giving its code [name] ; and if it is prevented from receiving, adding the signal for wait, followed by a figure indicating in minutes the probable duration of the wait. If the probable duration exceeds ten minutes, a reason should be given.

3. No office called has the power of refusing to receive any telegrams offered, no matter what their destination may be. In case, however, of obvious error, the sending office is bound to rectify it, immediately it is pointed out by a service notice from the receiving office.

4. Nor must any telegram be refused or delayed on account of the official instructions not being regular. It must be received, and then if necessary a service notice must be forwarded to the original sending office requesting the rectification, in conformity with Article LXII. hereafter.

XXXIII.

1. When the station which has just called receives, without further signal, the code of the station which replies, it transmits in the

following order the official instructions constituting the preamble of the telegram :—

a. Description of telegram by means of one of the letters S, A, D, when it is a Government telegram, a service telegram, or an urgent private telegram ;

b. Name of office of destination.*

c. Name of the original sending station, preceded by the word *from.* (Example : *Paris from Brussels.*)†

d. Number of the telegram.

e. Number of words.

(In cipher telegrams this is done as follows :—

1st, the total number of words chargeable ;

2nd, the number of words in ordinary language ;

3rd, if requisite, the number of groups of figures or of letters.)

f. Time of deposit of telegram, (by three numbers, date hour, and minute, with $\frac{\text{A.M.}}{m}$ or $\frac{\text{P.M.}}{s}$ added.)

In signalling by the Morse instrument, the notices a.m. or p.m. as well as the date, may be omitted, when there can be no doubt respecting them.

In transmitting by the Hughes' instrument, the date is signalled in the form of a fraction, the numerator indicating the day, and the denominator the month.

g. Route to be followed (when the sender has specified it in writing in his telegram) (Article XX. § 2, and XXXVIII. § 5) ;

h. Any instructions which the sender is not bound to include in the paid portion of his message.

The instructions indicated by the letters b, d, and f, are not obligatory on extra-European lines.

2. After the preamble above specified, follow in succession, the sender's instructions between parentheses (Article X. § 4), the address, the body of the telegram, and the signature.

3. In telegrams transmitted by the Morse instrument, the sign for separation (— . . . —) is placed between the preamble and the address, between the address and the body, and between the body and the signature—the whole terminating by the signal of "end of transmission" (— — — — — —).

4. In telegrams transmitted by the Hughes instrument, a double hyphen (=) is employed to separate the preamble from the address, the address from the body, and the body from the signature—and each telegram is terminated by a cross (+).

5. If the sending clerk perceives that he has made an error he should stop, give the signal for error, repeat the last word sent correctly, and continue from there the corrected transmission.

6. In the same manner, if the receiving clerk receives a word he cannot make out, he should interrupt the sending clerk by the same signal, and repeat the last word understood, followed by a note of

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* When the telegram is for a place where there is no telegraph station, the preamble does not specify such place, but the terminal telegraph station by the agency of which the telegram has to be despatched to its destination, or sent by post.

† The country or geographical situation of the original sending station should be added, when there is another station of the same name.

interrogation. The sending clerk then continues the transmission from that word, doing his utmost to render his signals as plain as possible.

7. With the exception of the cases determined upon by the different Administrations in concert, it is forbidden to employ any abbreviation whatsoever in transmitting the contents of a telegram, or to modify the contents in any way whatsoever. Every telegram should be transmitted as the sender has written it, following his copy.

d. RECEIPT AND OFFICIAL REPETITIONS.

XXXIV.

Immediately after transmission, the clerk who has received, compares in the case of each telegram, the number of words it contains with the number announced, and acknowledges the receipt of the telegram, or of the telegrams constituting a series. The acknowledgment of receipt is given in the following form, *R* . . . . (*number of telegrams received*).

XXXV.

1. In case of a difference in the number of words, he informs the sending clerk of it. If the latter finds he simply made an error in the number announced, he replies *right*. If not, he repeats the first letter of each word until he comes to the passage omitted, which is then inserted.

2. When the difference does not arise from an error in transmission, the rectification of the number announced can only be effected by an agreement between the original sending office and the office in correspondence with it. In the absence of such agreement, the number of words announced by the original sending office is admitted.

XXXVI.

1. For the protection of their responsibility, signal clerks are entitled to give or demand the repetition in part or in full of telegrams they have forwarded or received. On the Morse instrument the repetition is made by the clerk who has received, and on the Hughes instrument by the clerk who has forwarded, at the end of the telegram or series. On the Morse instrument, the clerk who gives the repetition must, if there is any correction, reproduce the words or numbers corrected. In case of omission, this second repetition is demanded by the clerk who transmitted. Government messages in secret language (figures or letters) must be officially repeated from beginning to end.

2. When repetition is made of numbers followed by fractions, or of fractions whose numerator consists of two or more figures, the numerator must, in order to avoid confusion, be sent back at length in the form of a word. Thus 1 $\frac{1}{16}$ must be repeated 1 one 16 to distinguish it from $\frac{1}{16}$, and $\frac{13}{4}$ must be repeated thirteen 4 to distinguish it from $1\frac{3}{4}$.

3. Under no pretext can this repetition be delayed or interrupted. When the verification is completed, the office which has received, gives to the sending office the signal of *receipt finished*, followed, in the case of a series, by the number of telegrams received.

XXXVII.

1. Rectifications relative to telegrams of a series previously transmit-

ted, are effected by service notices addressed to the delivering offices. These services state the names and addresses of the receivers.

2. Requests for information relating to a previous series, are also made by service notices.

3. Should it happen, in consequence of an interruption, or from any other cause whatsoever, that the repetition cannot be received, this circumstance does not prevent the delivery of the telegram to the addressee, subject to notifying to him the subsequent rectification when necessary.

e. ROUTES TO BE FOLLOWED.

XXXVIII.

1. If the sender does not prescribe the route to be followed, each of the Administrations from which the routes diverge, remains judge of the direction by which to forward the telegram.

2. If, on the contrary, the sender has prescribed the route to be followed, the respective Administrations are bound to conform to his instructions, unless the route indicated is interrupted, in which case no complaint can be entertained.

3. The different routes by which telegrams may be transmitted are indicated by concise directions, agreed upon in concert by the Administrations interested.

4. If a sender requests that his message be forwarded by telegraph to a particular office which he specifies, and thence by post to destination, the offices are required to carry out his instructions.

5. The sender who wishes to prescribe the route to be followed must himself write the corresponding direction in the margin of his message. This direction is transmitted in the preamble (Article XX. § 2, and XXXIII. § 1 *g*), but not beyond the point where it ceases to be of use.

f. INTERRUPTIONS. TRANSMISSION IN DUPLICATE.

XXXIX.

1. When an interruption to the regular means of communication occurs during the transmission of a telegram, the office beyong which the interruption exists, immediately sends the telegram by post (official registered letter or by express), or by any more rapid means of transport available, as for example by an indirect telegraph route (Article LXX. § 4). The postal charges are supported by the office which thus despatches the telegram. The cover containing it should have the word "telegram' written on the outside.

2. An office which has recourse to any other means of despatch than the telegraph, addresses the telegram according to circumstance either to the nearest telegraph office able to continue its transmission, to the terminal office, or to the receiver direct, if the address is within the limits of the State which thus sends on the telegram. As soon as communication is re-established, the message is transmitted afresh by telegraph, unless its receipt has been previously acknowledged, or, unless, in consequence of an exceptional pressure of messages, its re-transmission would be manifestly injurious to the general traffic.

3. Telegrams for extra-European countries are not sent on by a more expensive route unless the sender has deposited the corresponding charge.

XL.

1. Telegrams which for any reason whatever are sent to a telegraph office by post, are accompanied by a numbered abstract. At the same time, the office which sends them gives notice of their despatch to the office addressed by means of a service telegram stating the number of telegrams sent and the time of their departure, provided the state of the lines permits of its doing so.

2. Upon the arrival of the packet, the office addressed ascertains that the number of telegrams announced has duly arrived ; in which case it acknowledges their receipt upon the abstract, and immediately returns it to the sending office. It repeats this acknowledgment as soon as communication by telegraph is re-established by a service in the following form :—

Received 63 *messages, as advised in abstract No.* . . . . of 30*th March.*

3. The regulations in the preceding paragraph must be equally observed by an office which receives a number of telegrams by post without any notice relating to them.

4. When a packet of telegrams announced does not arrive, the sending office must be immediately advised of it. The latter can, according to circumstances, send afresh by post, or transmit the telegrams by telegraph, provided later telegrams are not made to suffer.

5. The office which transmits by telegraph, telegrams already forwarded by post, informs the office to which they are directed, by a service notice expressed in the following form :—

Berlin from Goerlitz. Telegrams Nos. . . . . *of abstract No.* . . . . *re-transmitted in duplicate.*

6. When, in the case provided for in Article XXXIX. a telegram is sent direct to the receiver, it is accompanied by a notice of the interruption of the lines.

7. When for any reason whatsoever a telegram already despatched by any other means, as by post, or another wire, is transmitted afresh by telegraph, this re-transmission in duplicate should be notified by an official instruction in the preamble, thus :

Duplicate. Already forwarded to . . . . (*name of office*) *the* . . . (*date*) *by wire No.* . . . . (*or*) *via* . . . . (*or*) *by post.*

g. STOPPAGE OF MESSAGES.—CONTROL.

XLI.

1. Any sender can, by proving his identity, stop, if in time, the transmission of a telegram deposited by him.

2. When the sender withdraws or stops his telegram before transmission has been commenced, the charges are returned to him, less a fixed sum of 5d., the fee of the sending station.

3. If the telegram is already transmitted, the sender's only means of requesting it to be cancelled, is by a private telegram for which he must pay. This telegram is, if practicable, transmitted in succession to the different offices to which the original telegram was transmitted, until it rejoins the latter. If the sender has paid for a reply by telegraph, the office which cancels the telegram advises the sending office of it. If no reply has been paid for, it communicates the information by post. The sending office returns to the sender the proportion of charges for his first telegram and cancelling telegram, belonging to the distance not traversed.

XLII.

1. The power reserved under Article 7 of the Convention of stopping the transmission of any private telegram which may appear dangerous to the security of the State, or which may be contrary to the laws of the country, to public order or decency, should only be made use of, on condition of immediately advising the Administration to which the original sending Office belongs.

2. This control is exercised by the terminal or intermediate offices, subject to recourse to the Central Administration, which decides without appeal.

3. The transmission of Government telegrams takes place by right. Telegraph offices have no control to exercise over them.

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8. DELIVERY.

XLIII.

1. Telegrams may be addressed either to the place of residence of the receiver, or poste restante, or telegraph office restant [telegraph office waiting].

2. They are delivered or sent to their destination, in the order of their reception.

3. Telegrams addressed to the place of residence, within the delivery limits of the telegraph office, are at once taken to their address.

4. Telegrams which have to be deposited poste restante, are immediately handed to the post-office, by the terminal Office, without any charge being made to the sender, or to the receiver.

5. Telegrams addressed to passengers of a vessel touching at a port, are delivered, if possible, before their disembarkation.

XLIV.

1. A telegram taken to the place of residence may be delivered either to the receiver, the adult members of his family, to his employés, lodgers, or landlord, or to the porter of the hotel or house; unless the receiver has designated in writing a special person, or the sender has requested that the message be delivered into the hands of the addressee only. The sender may also request that the telegram be delivered open. The latter mode of delivery is not, however, obligatory upon Administrations which declare their non-acceptance of it.

2. The two latter requests are inserted before the address of the telegram and reproduced in the direction of the message by the delivery office, which gives its messenger the necessary orders for their observance.

3. When a telegram cannot be delivered, the delivery office forwards to the sending office a service notice in the following form :—

No. . . . . of the (date and address exactly as received) unknown.

4. The sending office verifies the correctness of the address, and rectifies it immediately if it has been erroneously transmitted.

5. If not, it sends if possible a notice to the sender, each Administration being entitled to charge for such communication a fee not exceeding 5d. The sender can only complete, rectify or confirm, the address by a prepaid telegram.

6. If, in consequence of inexactitude or insufficiency of address, of absence, or refusal of the addressee, any express charges are not re-

covered at destination, the amount of them is specified in the service, in order that the sender may be requested to defray them.

7. If the door is not opened at the address given, or if the messenger finds no one who will consent to take in the telegram for the receiver, notice is left at the address given, and the telegram is brought back to the office, to be delivered to the receiver upon his demand.

8. When the telegram is addressed $\frac{\text{bureau restant,}}{\text{office waiting,}}$ it is only delivered to the receiver, or to a person duly appointed by him.

9. In the cases provided for by paragraphs 7 and 8 of the present article, any telegram which is not claimed by the end of six weeks is destroyed.

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9. SPECIAL TELEGRAMS.

Article 9 of the Convention.

The High Contracting Parties engage to enable every sender to profit by the different arrangements agreed upon between the Telegraph Administrations of the Contracting States, for the purpose of giving additional guarantees and facilities for the transmission and delivery of messages.

They also undertake to enable him to profit by the arrangements made and notified by any one of the other States, for the employment of special means of transmission or delivery.

a. URGENT PRIVATE TELEGRAMS.

XLV.

1. The sender of a private telegram may obtain priority of transmission by writing the word *urgent* before the address and by paying three times the charge for an ordinary telegram of the same length, for the same transit.

2. Urgent private telegrams have priority of other private telegrams, and their precedence amongst themselves is regulated according to the conditions stated in paragraph 2, Article XXX.

3. The regulations of the preceding paragraphs are not obligatory upon Administrations which declare their inability to apply them, either to a portion, or to the whole of the telegrams passing by their lines.

4. Administrations which only accept urgent private telegrams in transit, should admit them either on wires where transmission is direct across their territory, or in their transmitting offices, between telegrams from the same country and for the same destination. The transit rates due to them are tripled as for the other portions of the journey.

b. PREPAID REPLIES.

XLVI.

1. Any sender can prepay the reply which he requests his correspondents to return; but the prepayment cannot exceed the tariff of an ordinary telegram of 30 words for the same transit.

2. When the sender does not specify the number of words for which he prepays a reply, charge is made for an ordinary telegram of 10 words, transmitted by the same route.

3. When he wishes to specify the number of words, the sender must complete the instruction of "Reply paid" or "RP." by inserting the number of words, and pay the corresponding amount, within the limits authorised by paragraph 1 of the present article.

XLVII.

1. At the place of destination, the delivery office remits to the receiver an order which entitles him to send free of charge, within the limits of the amount prepaid, a telegram to any destination whatever. This order remains in force for six weeks only, counting from its date; after which, it is considered to have lapsed, and the amount prepaid remains to the credit of the delivery office.

2. The amount deposited for the reply may be refunded to the sender, when the receiver does not make use of the order.

3. To effect this, the receiver must, before the expiration of the limit of six weeks fixed by paragraph 1 of the present Article, return the order to the office which delivered it, accompanied by a request for the amount to be reimbursed to the sender.

4. The same course is then followed as in ordinary refunds.

5 If the receiver refuses the order for the reply, the delivery office immediately informs the sender of it by a service notice, which takes the place of the reply.

6. The service notice is forwarded as a private telegram in the following form:

Reply to No. . . . . of . . . . the receiver has refused.

7. When the telegram cannot be delivered as soon as it arrives, from circumstances provided for in paragraph 3 Article XLIV., a service notice is transmitted in the form prescribed by that paragraph.

8. If there is no rectification the official reply is forwarded in the same form as above specified, at the end of eight days or before the lapse of that time, when the endeavours made to find the receiver have proved unavailing.

XLVIII.

1. The regulations of the two preceding Articles are not compulsory upon Extra-European Administrations which declare their inability to apply them.

2. In dealing with these Administrations, the money deposited for the reply is placed to the credit of the delivery office, which adopts such means as it considers suitable to enable the receiver to avail himself of it.

c. REPEATED / COLLATED TELEGRAMS.

XLIX.

1. The sender of any telegram may request that it be collated, in which case the different offices employed in its transmission, repeated it to each other integrally.

2. Whatever instrument is used, the repetition is given by the office which has received, and immediately after the transmission of the telegram to be collated.

3. The charge for collating is equal to half the charge for an ordinary telegram of the same length for the same transit.

d. ACKNOWLEDGMENTS OF RECEIPT.

L.

1. The sender of any telegram may request that a notice of the time at which it is handed to the receiver, be transmitted to him by telegraph immediately after its delivery.

2. The charge for an acknowledgment of receipt is equal to that of an ordinary telegram of 10 words by the same route.

LI.

An acknowledgment of receipt is announced by the abbreviation C R. and transmitted in the following form;

C R. Paris from Berne. Telegram No. . . . . delivered to . . . . (address of receiver) the . . . . (date, hour and minute), (or reason of non-delivery).

2. Acknowledgments of receipt have an official No. from the office which sends them. They take precedence of private telegrams.

3. In the case provided for in paragraph 3, Article XLIV., the acknowledgment of receipt is preceded by the service notice required by that paragraph. The acknowledgment of receipt is then despatched, either after the delivery of the telegram, if that has become possible, or after a lapse of twenty-four hours, if delivery has not been effected.

e. TELEGRAMS TO FOLLOW.

LII.

1. Any sender may request, by writing the necessary instructions before the address, that the terminal office shall cause his telegram to follow the receiver within the limits of Europe.

2. When a telegram bears the notice $\frac{\textit{faire suivre}}{\textit{to follow}}$ without further instructions, the terminal office, after presenting it at the address given, retransmits it immediately, if requisite, to the new address supplied at the residence of the receiver.

3. If no new address be supplied, it keeps the telegram in the office, observing the regulations of paragraphs 3 and 7 of Article of XLIV. If the telegram is re-transmitted, and the second office cannot find the receiver at the new address, the telegram is retained by that office.

4. If the notice $\frac{\textit{faire suivre}}{\textit{to follow}}$ is accompanied by successive addresses, the telegram is successively transmitted to each, until the last, if necessary; and the last office treats it in accordance with the regulations of the preceding paragraph.

5. The original contents of the telegram to follow should be transmitted in full to the successive delivery offices, and reproduced in the copy addressed to the receiver; but, in the preamble, each office reproduces after the words *to follow*, only the addresses to which the telegram has still to be sent.

6. The international charge, to be prepaid by the sender, for telegrams to follow, is simply the charge calculated to the first terminal office, all the addresses entering in the number of words charged for. The supplementary charges are obtained from the receiver.

7. The charges to be obtained from the receiver for additional transmissions, calculated from the first terminal office indicated in the

address, should, at each retransmission, be notified officially in the preamble.

8. This notification is given in the following form:—*Charges to be collected . . . . s. . . . . d.* If the extra transmissions take place within the limits of the State to which the terminal office belongs, the supplementary charges to be collected from the receiver are calculated, for each retransmission, according to the internal tariff of that State. If the retransmissions take place beyond these limits, the supplementary charges are ascertained by treating each international retransmission as a separate telegram. The tariff for each retransmission is the tariff applicable to traffic exchanged between the State which retransmits and that to which the telegram is retransmitted.

9. If the charges for retransmission are not recovered by the delivery office, the administration to which the latter belongs is reimbursed the amount of the charges due to the Administrations, by a reimbursement draft.

LIII.

1. Any person, on furnishing proof of identity, can request that telegrams which may arrive at a telegraph office to be delivered to him, within the delivery radius of that office, be retransmitted to him in accordance with the conditions of the preceding Article, to the address which he supplies.

2. Requests for retransmission should be made in writing.

3. Each Administration reserves to itself the power of retransmitting, when necessary, in accordance with the information given at the residence of the receiver, telegrams respecting which no special instructions have been otherwise furnished.

f. MULTIPLE TELEGRAMS.

LIV.

1. A multiple telegram may be addressed either to several persons in the same place, or to one person at several residences in the same place.

2. A telegram addressed to several persons in the same place, or to one person at several residences in the same place, with or without further despatch by post, is charged for as a single telegram; but a copying fee of 5d. per telegram not exceeding 100 words, is charged for each destination after the first. Beyond 100 words, the copying fee is increased by 5d. for every additional, or fractional part of 100 words. In calculating this fee, all the chargeable words are counted, including the addresses.

3. In transmitting a telegram addressed to the same place or to different places served by the same office, either to several receivers or to the same receiver at several residences, with or without further despatch by post or express, the number of addresses must be stated in the preamble.

4. In the first case provided for by paragraph 1 of the present Article, each copy of the telegram should bear only its own address, unless the sender has requested the contrary.

5. This request should be entered in the address, and consequently be included in the number of words charged for.

g. TELEGRAMS TO PLACES BEYOND THE INTERNATIONAL SYSTEM.

LV.

1. Telegrams addressed to places beyond the international telegraph lines, may, according to the sender's request, be despatched to destination by express or by post. Their despatch by express can, however, only be requested when they are for States which, in conformity with Article 9 of the Convention, have organised a mode of transport for the conveyance of telegrams more rapid than the post, and have notified to the other States the arrangements made to that effect.

2. The address of telegrams to be conveyed beyond the telegraph lines is written in the following form :—*Express* (or *post*) *M. Müller, Johannisthal, Berlin* ; the name of the terminal telegraph office being written last.

LVI.

1. The expense of transport beyond the telegraph offices by quicker means than the post, in States where such service is organised, is obtained from the receiver.

2. The sender, however, of a telegram requesting an acknowledgment of receipt, can prepay this transport by depositing a sum for the purpose, to be fixed by the sending office, subject to after adjustment. The acknowledgment of receipt states the amount expended.

3. The only exception to this rule is for transport beyond terminal offices on extra-European lines, the cost of which has been fixed and notified by the terminal Administration. In this case, the cost is collected by the sending office, and no acknowledgment of receipt or subsequent adjustment is required.

4. In every case provided for by the preceding paragraphs 2 and 3, the words *Express paid* (or *X P*) are written before the address and charged for.

LVII.

1. The terminal office has a right to employ the post :

a. In the absence of directions in the telegram as to the means of transport to be employed.

b. When the means indicated differ from the mode adopted and notified by the terminal State, in conformity with Article 9 of the Convention.

c. When there is a claim to be made for porterage against a receiver who has previously refused to pay such charges. In the latter case the telegram may be deposited in the box, as an unpaid letter.

2. In every case the employment of the post is obligatory upon the terminal office, when no more rapid means is available.

3 Telegrams of all kinds which have to be sent to their destination by post, are handed to the post-office by the terminal office, without any charge being made to the sender, or to the receiver, except in the two following cases :

4. Messages which have to be sent by sea. For these a varying charge is collected by the sending office. The amount of this charge is fixed by the Administration which undertakes the despatch, and is notified to all the others.

5. Telegrams transmitted to a telegraph office situated near a frontier, in order to be forwarded by post over the neighbouring terri-

tory. These are deposited in the box as unpaid letters, and the postage is charged to the receiver.

6. If, however, there is a serious interruption to the telegraphic communication crossing the frontier, Article XXXIX. is to be acted upon.

7. When a telegram, to be forwarded as a registered letter, cannot immediately be registered, it is, in order to take advantage of a postal departure, first posted as an ordinary letter ; and a duplicate is addressed as a registered letter as soon as possible.

h. SEMAPHORIC TELEGRAMS.

LVIII.

1. Semaphoric telegrams are telegrams exchanged with ships at sea, by the medium of semaphores established or to be established on the coasts of any of the Contracting States.

2. They should be written either in the language of the country in which is situated the semaphore station which has to signal them, or in signals of the universal commercial code. In the latter case they are considered as cipher telegrams.

3. When they are for ships at sea, the address should contain, in addition to the ordinary direction, the name or official number of the vessel and its nationality.

4. In the case of Government semaphoric telegrams signalled from a ship at sea, the seal is replaced by the distinctive sign of command. The name of the vessel should be given.

5. Every semaphoric telegram must contain the official instruction *semaphoric* in the preamble.

6. The charge for telegrams exchanged with ships at sea, by the medium of semaphores, is fixed at one shilling and eight pence per telegram. This charge is added to the cost of its transmission by the electric telegraph, calculated according to the ordinary rules. The total is collected from the sender for telegrams addressed to ships at sea, and from the receiver for telegrams signalled from ships at sea, (Article XXVI. § 1.) In the latter case, the instruction. . . . *s*. . . .*d to be collected*, should be inserted in the preamble. If it cannot be collected, the terminal Administration is paid the amount of charges due, by means of a reimbursement draft.

LIX.

1. Telegrams from a ship at sea are transmitted to their destination in signals of the commercial code, when the ship requests it.

2. When the ship does not request it, they are translated into ordinary language by the chief of the semaphore station and transmitted to destination.

3. Telegrams which it has been impossible to signal from semaphore stations to the ships to which they are addressed within 30 days of the date of their original deposit, are considered as dead letters.

4. In case the ship to which a semaphoric telegram is addressed does not arrive within the term of twenty-eight days, the semaphore station forwards a service notice to the sender on the morning of the 29th day. The sender has the power, on paying for an ordinary aerial telegram of 10 words to request the retention of his telegram for another 30 days, and so on. If this request is not made, the telegram is treated as a dead letter on the 30th day.

i. GENERAL REGULATIONS APPLICABLE TO SPECIAL TELEGRAMS.

LX.

In applying the preceding Articles, the facilities given to the public for urgent telegrams, prepaid replies, repeated telegrams, acknowledgments of receipt, telegrams to follow, multiple telegrams, and telegrams to be forwarded beyond the lines may be combined, the regulations of § § 4 and 5 of Article X. being duly observed.

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10. SERVICE TELEGRAMS.

Article 5 of the Convention.

Telegrams are classed in three categories :—

1st Government telegrams : those which, &c.

2nd. Service telegrams : those which emanate from the Telegraph Administrations of the Contracting States, and which relate either to the service of the international telegraphs, or to objects of public interest agreed upon between the said Administrations.

. . . . . .

Article 11 of the Convention.

Telegrams relating to the international telegraph service of the Contracting States are transmitted free over all the lines of the said States.

LXI.

1. Services are divided into service telegrams properly so called, the form of which is given in paragraph 1, Article XIV., and service notices, which are treated of in § 2 of the same Article.

2. Service telegrams should be limited to cases of an urgent character (Article XVIII).

3. They may be forwarded in secret language on all occasions (Article 6 of the Convention), and should as a general rule be expressed in French (Article VII., § 3).

LXII.

1. Service notices are exchanged, from office to office, whenever the contingencies of transmission necessitate it, especially when the service instructions of a telegram already transmitted are irregular (Article XXXII. § 4), when rectifications or instructions are necessary relating to telegrams of a series already transmitted (Article XXXVII. §§ 1 and 2), when telegrams have been forwarded by post to a telegraph office in consequence of interruption to the telegraph lines (Article XL.), when a telegram cannot be delivered to the receiver (Article XLIV.), when a ship to which a semaphoric telegram is addressed has not arrived within the limit of 28 days (Article LIX. § 4).

2. A service notice relating to a telegram previously transmitted is sent, if practicable, by the same route as that followed by the original telegrams. The service should contain all the information necessary to facilitate the search for the original telegram, such as the date of the latter, its address and signature.

3. If any transit office has all the necessary information to reply to a service notice or to act upon it, it does so, in order to avoid needless retransmission.

11. RECORDS.

LXIII.

1. The originals of telegrams and documents relating to them, retained by the Administrations, are preserved during at least six months, counting from their date, with all necessary precautions to secure their secrecy

2. This delay is extended to eighteen months in the case of extra-European telegrams.

LXIV.

1. The originals or copies of telegrams can only be communicated to the sender or to the receiver, after proof of his identity, or to the authorised representative of either of them.

2. The sender and receiver of a telegram or their authorised representative have a right to be furnished with certified true copies of that telegram, or of the copy delivered at destination, if the latter has been preserved by the terminal Administration. This right lapses after the expiration of the time fixed for preserving the records.

3. A fixed charge of 5*d.* is made for every copy delivered in conformity with the present Article, if the telegram does not exceed one hundred words. Beyond one hundred words, the charge is 5*d.* for each hundred, or fraction of a hundred words.

4 Telegraph Administrations are not obliged to produce or give copies of the telegrams abovementioned, unless the senders, the receivers, or their authorised representatives, furnish the necessary information to enable the telegrams to be found to which their requests refer.

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12. REFUNDS.

LXV.

1. The Administration which received the charges, makes the following refunds to the sender, after reclaiming, when necessary, from the other Administrations :—

a. The full cost of every telegram which has experienced serious delay, or failed to reach its destination, through the fault of the telegraph service ;

b. The full cost of every collated telegram which has manifestly been unable to fulfil its object, in consequence of errors made in its transmission.

2. In the case of interruption on a submarine line, the sender of every telegram has a right to the refund of the portion of the charge belonging to the distance not traversed, deduction being made, if necessary, of the expense incurred in sending the telegram by any other mode of transport.

3. These rules do not apply to telegrams transmitted by the lines of a non-adhering Administration which would not, on its side, make similar refunds.

4. In the cases provided for in the preceding paragraphs, the refund rules only apply to the tariff of the actual telegrams lost, delayed, or mutilated, including any supplementary charges collected, and the charges for telegrams specified in Article XIX. They do not apply to the cost of other messages necessitated or rendered useless by the loss, delay, or mutilation.

LXVI.

1. Every claim for refund should be made, under penalty of rejection, within two months of the date of the telegram. This period is extended to six months for extra-European telegrams.

2. Every claim should be made to the original sending Administration and be supported by documentary evidence—*i. e.*, in case of non-delivery, by a written statement from the terminal office or addressee; and in case of mutilation or delay, by the copy of the telegram actually delivered. The claim may, however, be presented by the addressee to the terminal Administration, which decides whether it can deal with it, or whether it should be forwarded to the sending Administration.

3. When a claim is admitted to be well founded by the Administrations interested, the refund is made by the original sending Administration.

4. If the sender does not reside in the country where he deposited his telegram for transmission, he can have his claim forwarded to the original sending Administration, through the medium of another Administration. In this case the latter is, if requisite, deputed to make the refund.

5. Claims transferred from Administration to Administration are accompanied by the originals, copies, or extracts, of all letters or papers which relate to them. A precis of these papers should be given in French, when they are not written in that language, or in a language understood by all the Administrations interested.

6. A complaint is not transferred from Administration to Administration :—

a. When the matter complained of does not constitute a claim for refund ;

b. When it refers to a telegram which, not being in accordance with the reglementary conditions prescribed for observance by the public, with regard to composition, language, legible writing, address, instructions for transport beyond the lines, &c., has been accepted for transmission at the sender's risk.

LXVII.

1. In the case of every telegram not delivered at its destination, the reimbursement is supported by the Administrations on the lines of which the irregularities were made that prevented the telegram from reaching the receiver.

2. If a complaint of non-delivery is rejected, the delivery of the telegram should be proved by a receipt, or by a declaration from the terminal Administration.

3. In case of delay, the claim for reimbursement is absolute if the telegram did not reach its destination sooner than it would have done by post, or when the delay exceeds 48 hours for a telegram in Europe, or 144 hours for a telegram proceeding beyond the limits of Europe.

4. The integral return of the charge is effected at the expense of the Administrations which caused the delay, and is supported in proportion to the delay on the lines of each of them.

5. In case of mutilation of a collated telegram, the first Administration specifies the errors which prevented the telegram from fulfilling its object, and the contributive shares of the different Administrations are regulated according to the number of errors thus specified, a word omitted or added counting for an error.

6. The contributive share for the alteration of a word mutilated successively on the lines of several Administrations, is supported by the first of the Administrations in fault.

7. Errors or omissions are chargeable :—

a. Against the two offices : when words, numbers, or characters, having been omitted or added, the receiving office fails to verify the number of words ; when paid $\frac{\text{collation}}{\text{repetition}}$ is omitted or incompletely performed ; when by the Hughes instrument, defective working takes place and is not remedied ;

b. Against the receiving office : when it omits to act upon a rectification made to its repetition by the sending office ; when in case an official repetition is sent, it fails to correct the first transmission in accordance with it ;

c. Against the sending office : in all other cases.

8. In case of a partial refund on account of a telegram with one or more copies, the total charge received is divided by the number of copies, and the quotient represents the amount of refund for each copy, the telegram itself entering in the calculation as one copy.

9. When the office which is responsible for an error or omission cannot be ascertained, in consequence of the absence or insufficiency of documentary proof, the Administration which fails to furnish the proof is chargeable with the refund.

10. When a claim has been presented and put in circulation within the limits of time fixed by paragraph 1, Article LXVI., and the result has not been notified within the period fixed by Article LXIII. for the preservation of the records, the Administration which originally received the claim, refunds the charge applied for, and the reimbursement is debited against the Administration which delayed the investigation of the claim.

11. For extra-European traffic, the reimbursement is supported by the different Government Administrations or private Companies over the lines of which the telegram was transmitted, each Administration giving up its share of the charge.

LXVIII.

1. When a telegram is stopped, under Articles 7 and 8 of the Convention, the charge made for its transmission is returned to the sender, if he claims it, and the refund is supported by the Administration which stopped the telegram.

2. If, however, that Administration has, in conformity with Article 8, given notice of its non-acceptance of a particular description of telegrams, the refund of the charges of any telegrams, of such description which may be subsequently stopped, should be supported by the original sending Administration, from the date the notice reached it.

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13. ACCOUNTS.

Article 12 of the Convention.

The High Contracting Parties reciprocally owe each other account of the charges which they respectively collect.

LXIX.

1. The franc is the monetary unit employed in the preparation of international accounts.

2. Each State credits the next State with the full tariff of all the telegrams it transmits to it, calculated from the frontier of the two States to destination.

3. But the contrary is the case when a State transfers a semaphoric telegram received from the sea, or when it retransmits a telegram to follow (faire suivre). It then debits the next State with the charge of the semaphoric telegram from its starting point, or the telegram to follow from the point of its first retransmission, to the common frontier of the two States. (Article LII. §§ 6 to 9, LVIII. § 6.)

4. Terminal charges may be settled direct between terminal States, after an understanding has been effected between such States and the intermediate States.

5. Charges may, by common agreement, be settled according to the number of telegrams which cross the frontier, without taking into account the number of words and accessory dues. In this case the proportions of the next State, and of each of the following States, if any, are determined by means of averages agreed to by those concerned. (Article LXXI. § 3.)

6. When Article LXXXII. is applied, the Contracting Administration in direct relation with a non-adhering line is deputed to regulate the accounts between such line and the Contracting Administrations to which it serves as an intermedium for transmission.

LXX.

1. Charges for copies or transport beyond the lines, belong to the State which delivered the copies or effected the transport.

2. The normal charges for prepaid replies and acknowledgments of receipt are placed to the credit of the terminal Administration, either in the accounts, or in the calculation of the averages referred to in paragraph 5 of the preceding Article. Nevertheless, when the charge deposited for a reply is refunded, in accordance with paragraphs 2, 3, and 4, of Article XLVII. the normal charge is deducted from the next monthly account of the sending Administration which made the refund.

3. Replies and acknowledgments of receipt are treated in transmission, and in the accounts, the same as ordinary telegrams.

4. When a telegram, of whatever kind, is transmitted by a different route from that which regulated its cost, the difference of rate is borne by the Administration which diverted the telegram, subject to recourse to any other Administration which may have caused the change of route.

LXXI.

1. The charge which serves as the basis for division between the States and, when necessary, for the calculation of the averages mentioned in paragraph 5 of Article LXIX, is that which results from the proper application of the tariffs fixed between the interested States, without taking account of errors in charging which may have occurred.

2. But the number of words announced by the original sending Office serves as the basis for the application of the charge, except in the case where, owing to an error in transmission, it may have been rectified by common accord between the original sending Office and the transmitting Office.

3. To determine the average rates, a complete monthly account is prepared, exhibiting each telegram separately, with its extra charges of whatsoever nature (Article LXX.). The total of the charges,

calculated for each State for the entire month, is divided by the number of telegrams; the quotient represents the mean rate applicable to each telegram in subsequent accounts until a revision is made. This revision, unless under exceptional circumstances, should not be made before the lapse of a year.

LXXII.

1. The reciprocal adjustment of accounts takes place at the end of each month.
2. The deductions and establishment of the balance take place at the end of each quarter.
3. The balance, thus established, is paid in actual francs of gold to the State which is creditor, unless the two Administrations concerned have arranged for the use of another money.
4. The cost of making the remittance is defrayed by the Administration which has to receive it.

LXXIII.

1. The exchange of the monthly accounts takes place within a quarter of a year of the month to which they relate.
2. The revision of the accounts takes place within six months from the date on which they are sent. This is the maximum delay. The Administration which does not receive any correction within that time, has full right to consider the accounts admitted. This regulation is also applicable to the observations made by one Administration on the accounts sent in by another.
3. The monthly accounts are admitted without revision, when the difference between the totals arrived at by the two Administrations interested does not exceed 1% of the debit of the Administration whose accounts are questioned. Should a revision have been commenced, it should be stopped, if an exchange of observations between the Administrations interested shows that the difference which led to the revision is within the limits of 1%.
4. No claim is admitted in the accounts respecting ordinary, telegrams which are more than six months old, or respecting extra-European telegrams which are more than eighteen months old.

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14. RESERVATIONS.

Article 17 of the Convention.

The High Contracting Parties reserve to themselves respectively the right to make separately, among themselves, particular arrangements of every kind in matters of service which do not interest the generality of the States.

LXXIV.

The details of service to which the reservation provided for in Article 17 of the Convention applies, are especially:

The establishment of tariffs from State to State.

The adjustment of accounts;

The adoption of special instruments or vocabularies between certain points and in certain defined cases ;
The application of the system of telegraph stamps ;
The transmission of money orders by telegraph ;
The collection of charges on telegrams at their destination ;
The delivery of telegrams at destination ;
The power of transmitting at reduced rates messages for the Press, at fixed hours and on specified conditions, without injury to the general service.
The extension of the right of franking to service telegrams which relate to meteorology and all other objects of public interest.

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15. INTERNATIONAL OFFICE.

RECIPROCAL COMMUNICATIONS.

Article 14 of the Convention.

A central office, placed under the superior authority of the chief Administration of one of the Contracting Governments, designated for that purpose in the Service Regulations, is appointed to collect, arrange, and publish information of all kinds relating to international telegraphy, to circulate requests for modifications of tariffs and service regulations, to give notice of the changes adopted, and generally to study all subjects and execute all work entrusted to it in the interest of international telegraphy.
The expenses incurred in working this office are supported by all the Administrations of the Contracting States.

LXXV.

1. The Central Office provided for by Article 14 of the Convention receives the title of International Office of the Telegraph Administrations.
2. The chief Administration of the Swiss Confederation is deputed to organise the International Office according to the conditions defined in the following Articles LXXVI. to LXXVIII.

LXXVI.

1. The joint expenses of the International Office of the Telegraph Administrations should not exceed the sum of £2,400 per annum, not including special expenses caused by an International Conference. This sum may be subsequently increased by the consent of all the Contracting Parties.
2. The Administration entrusted, under Article 14 of the Convention, with the direction of the International Office, controls the expenses, makes the necessary advances, and prepares the annual accounts, which are communicated to all the other Administrations interested.
3. For the division of the expenses, the contracting or adhering States are divided into six classes, each contributing in the proportion of a certain number of parts, *i.e.* :

1st	Class	25	parts.
2nd	„	20	„
3rd	„	15	„
4th	„	10	„
5th	„	5	„
6th	„	3	„

4. These co-efficients are multiplied by the number of States of each class, and the sum of the products thus obtained shows the number of parts by which the total expense is to be divided. The quotient represents the value of a part.

5. For the contribution of expenses the Administrations of the Contracting States are divided, as follows, into the six classes mentioned in the preceding paragraph.

1st class : Germany, Brazil, France, Great Britain, British India, Italy, Russia, Turkey.

2nd class : Austria, Spain, Hungary.

3rd class : Belgium, Netherlands, Dutch East Indies, Roumania, Sweden.

4th class : South Australia, Denmark, Egypt, Japan, Norway, New Zealand, Switzerland, Victoria.

5th class : Greece, Portugal, Servia.

6th class : Luxembourg, Persia.

LXXVII.

1. The Administrations of the Contracting States forward to each other reciprocally all documents relative to their internal administration, and communicate to each other every improvement which they may introduce.

2. As a general rule, the International Office serves as the medium for these communications.

3. The said Administrations send by post, by prepaid letter, to the International Office, notice of all measures relative to the composition and alterations of tariffs, both internal and international ; to the opening of new lines and the closing of existing lines, so far as they affect the international service ; also, to the opening and closing of offices, and to alterations in the hours of duty. The printed or written documents on the subject issued by the Administrations are forwarded to the International Office either at the date of their issue, or on the first of the ensuing month at latest.

4. In addition to this the said Administrations send to that Office, by telegraph, notices of all Interruptions and restorations of communication affecting international traffic.

5. They prepare, as completely as possible, and send to the International office, so as to arrive at the commencement of each year, statistical tables, showing the amount and movement of traffic, the situation of the lines, the number of offices, instruments, &c. These statistics are made up in the manner indicated by the International Office, which distributes forms fully prepared for the purpose.

6. They send also to that Office two copies of the different publications which they issue.

7. The international Office, moreover, receives information respecting all experiments instituted by each Administration in the different branches of the service.

LXXVIII.

1. The International Office arranges in due order and publishes the tariffs. It duly communicates to the Administrations all particulars relating to them, especially those mentioned in paragraph 3 of the preceding Article. When the communications are of an urgent nature, the International Office transmits them by telegraph, especially in the

cases provided for by paragraph 4 of the same Article. In notifications relating to changes of tariffs, it forwards its communications in such a form as will admit of the changes being at once inserted in the columns of the tables of rates annexed to the Convention.

2. The International Office prepares tables of general statistics.

3. It edits, by the aid of the documents placed at its disposal, a Telegraph Journal in the French language.

4. It prepares, publishes, and periodically revises an official telegraph map.

5. It should, moreover, keep itself at all times at the disposal of the Administrations of the Contracting States, in order to furnish them with every kind of special information affecting international telegraphy which they may require.

6. The documents printed by the International Office are distributed to the Administrations of the Contracting States in the proportion of the number of their contributive shares, as defined in Article LXXVI. Any additional copies required by the Administrations are charged for separately at cost price. This also applies to copies applied for by private companies.

7. The number of copies to be thus supplied should be decided upon once for all, until further notice. And sufficient time should be given to the International Office to arrange for printing the number of copies required.

8. The International Office circulates, when so instructed by one or more Administrations interested, requests for modifications in the Tariffs and Service Regulations provided for by Articles 10 and 13 of the Convention. After obtaining the unanimous consent of the Administrations concerned, and when necessary the concurrence of any other Administration interested, it duly notifies the changes adopted. It is required, moreover, to notify all changes of Tariffs and Service Regulations, whatever form may be followed for their adoption. Such notification will not be acted upon until after a lapse of at least two months, and in case of any dispute, not until the point in question be settled.

9. In questions to be resolved by the assent of the Contracting Administrations, those which fail to cause their replies to arrive within the maximum delay of four months are considered as assenting.

10. The International Office prepares the materials for the Telegraph Conferences. It attends to the editing, printing, and distribution of the amendments, minutes, copies, and other papers.

11. The Director of that Office assists at the sittings of the Conference, and takes part in the discussions, without a vote.

12. The International Office makes an annual report upon its management, which is communicated to all the Administrations of the Contracting States.

13. The management of the said Office is also submitted to the approval of the Conferences provided for by Article 15 of the Convention.

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16 CONFERENCES.

Articles 15 of the Convention.

The Tariffs and Service Regulations provided for by Articles 10 and 13 are annexed to the present Convention. They possess the same value, and come into operation at the same time, as the Convention.

They will be subjected to revisions, at which all the States which have taken part in them will have the right to be represented.

With this object, Administrative Conferences will take place periodically; each Conference fixing the time and place of the next meeting.

Article 16 of the Convention.

These Conferences are composed of delegates representing the Administrations of the Contracting States.

In the deliberations, each Administration has a right to one vote, provided always that when there are different Administrations of the same Government, a request to this effect shall have been made through the diplomatic channel to the Government of the Country in which the Conference is to take place, before the date fixed for its opening, and also that each of the different Administrations has a special and distinct representative.

The revisions resulting from the deliberations of the Conferences can only come into operation after they have been approved by all the Governments of the Contracting States.

LXXIX.

The period fixed for the meeting of the Conferences provided for by paragraph 3, Article 15 of the Convention is made earlier, should ten at least of the Contracting States request it.

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17. ADHESIONS. RELATIONS WITH NON-ADHERING LINES.

Article 18 of the Convention.

States which have not taken part in the present Convention will be admitted to adhere to it on their request.

This adhesion will be notified through the diplomatic channel to the Contracting State in which the last Conference was held, and by that State to all the others.

It will convey, with full right, accession to all the clauses and admission to all the advantages stipulated by the present Convention.

Article 19 of the Convention.

Telegraphic relations with non-adhering States or private Companies, are regulated, in the general interest of the progressive development of communication, by the Service Regulations provided for by Article 13 of the present Convention.

LXXX.

1. In the case of adhesions provided for by Article 18 of the Convention, the Administrations of the Contracting States may refuse the benefit of their conventional tariffs to Administrations which may request to adhere, without on their own part conforming their tariffs to those of the States interested.

2. Administrations which possess, out of Europe, lines for which they have adhered to the Convention, state which of the two systems, European or extra-European, they intend to apply to them. This statement is implied by the inscription in the tariff tables, or is notified subsequently through the medium of the International Office.

LXXXI.

1. Private telegraph companies, which work within the limits of one or more of the Contracting States and participate in the International Service, are considered in relation to that service, as forming an integral portion of the telegraph system of those States.

2. Other private telegraph companies are admitted to the advantages stipulated in the Convention and present Service Regulations on their acceding to all their obligatory clauses, and on the notification of the State which granted them the concession or authority to work. This notification takes place in conformity with the second paragraph of Article 18 of the Convention.

3. This accession should be imposed upon companies whose lines link two or more of the Contracting States together, to the extent that they may be bound by their Articles of concession, to submit themselves, in this respect, to the obligations prescribed by the State which granted the concession.

4. The reserve which forms the object of paragraph 1 of the preceding article is also applicable to the above-mentioned private companies.

LXXXII.

1. When telegraphic relations are opened with non-adhering States, or with private enterprises which have not acceded to the obligatory provisions of the present Regulations, these provisions are invariably applied to their traffic in that portion of its transit which takes place in the territory of the Contracting or adhering States.

2. The Administrations interested fix the rate to be applied to that portion of its transit. This rate, determined within the limits of Article XVI., is added to that of the non-participating Administrations.

Thus agreed to in London the 28th July, 1879, by the delegates, in conformity with Articles 15 and 16 of the Convention of St. Petersburg, to come into force the 1st April, 1880.

RULES FOR FOREIGN MESSAGES BASED ON THE LONDON TELEGRAPH CONVENTION OF 1879.

General.

Rule 1.—Messages to Europe, Asia or Africa are accepted subject to the regulations of the International Telegraph Convention for the time being in force. Messages to America are accepted subject to the same conditions as far as regards their transit to the European termini of the cables.

Foreign messages are accepted for transmission under these rules at all such Telegraph Stations of the following Railway Companies at which *no Government Telegraph Office exists* :—

Great Indian Peninsula, East Indian, South Indian, Eastern Bengal ; and the following stations of the Madras Railway :— Arconum, Cuddapa, Gooty, Raichur, Jolarapet, Palghat, Beypore, Coimbatore, Salem.

Rule 2.—The Government of India accepts no responsibility whatsoever in respect of foreign telegrams.

ACCEPTANCE OF MESSAGES.

Rule 3.—Foreign telegrams are classified as follows :—

(1*st*).—*State* messages ; those which emanate from the Chief of the State, Ministers, Commanders-in-Chief of Land or Sea forces, and Diplomatic or Consular Agents of the Contracting Governments ; also the replies to these messages.

Messages from Consular Agents who are engaged in commerce are not considered as State messages, except when they are addressed to a Government official and relate to the Government service.

(2*nd*).—*Service* messages ; those which emanate from the Telegraph Departments of the Contracting States, and which relate either to the service of the International Telegraphs, or to objects of public interest determined upon by common accord by the said Departments.

(3*rd*).—*Private* messages.

Rule 4.—Messages may be written in ordinary language, in Code language or in figure cipher.

Rule 5.—Messages in ordinary language must offer an intelligible sense throughout in one of the languages admitted for international telegraphic correspondence by the States which are parties to the convention, or in Latin.

Rule 6.—Messages in Code language (*i. e.*, those not offering an intelligible sense throughout) must consist of recognized words of the German, English, Spanish, French, Italian, Dutch, Portuguese, and Latin languages. Proper names of every description are inadmissible in a Code sense.

Rule 7.—Cipher messages may be either entirely in cipher, or partly in cipher and partly in ordinary language ; in the latter case, the cipher portions (which must be composed exclusively of Arabic figures*) must be placed between parentheses.

Rule 8.—State and service messages may be sent in ordinary language or in Code or cipher without any reservation.

Rule 9.—Messages must be legibly written in characters which have their equivalent in the official Code of telegraph signals and which are in use in the country where the message is presented.

The body of the message must be preceded by the *Address*, which can be written in Code or abbreviated form ; but in such case the delivery of the telegram is contingent on a previous arrangement between the Addressee and the local Telegraph Office.

The signature can similarly be in Code or abbreviated form, or may be omitted. If inserted, it should be placed after the body of the message. If not inserted, the last word of the message replaces it.

The Sender of a private message can always be called upon to prove that the signature attached to it is genuine.

Every interlineation, reference, erasure or addition of words must be authenticated by the Sender of the message, or his representative.

Rule 10.—The Address must contain all the information necessary to insure the delivery of the message at its destination. Such information should be written either in French or in the language of the country to which the message is addressed.

* Groups of letters, not forming words, cannot be sent.

The address of private messages should always be such that delivery can be effected without difficulty or the necessity of making enquiries.

For large towns it should comprise the name of the street and the number of the house, or, in default of these particulars, the profession of the Addressee, or some such information.

For small towns the name of the Addressee ought, if possible, to be accompanied by information sufficient to guide the Office of delivery in case of any alteration in the Addressee's name.

It is essential that the name of the country of destination be mentioned whenever any doubt on the subject is possible.

Messages, the addresses of which do not contain these particulars, are nevertheless transmitted, but *in all cases the Sender must bear the consequences of insufficiency of address.*

The address of a message to be conveyed beyond the telegraph lines is written as in the following example :—

M. Müller, Johannisthal, express (or post) Berlin,

the name of the terminal Telegraph Station being always written last.

The Address of a message for a ship at sea should contain, in addition to the ordinary directions, the name or official number of the vessel and its nationality.

Rule 11.—The Sender must write immediately *before* the address of his message any instructions he wishes to give relative to its delivery, acknowledgment, collation, prepaid reply, being caused "to follow," &c. Such instructions, if written in abbreviated form, as under, will be counted each as one word :—

Postage prepaid (poste payée)	PP.
Express charges prepaid (exprés payé)... ...	XP.
Acknowledgment prepaid (accuser reception) ...	CR.
Collation prepaid (telegramme collationné) ...	TC.
Reply prepaid (réponse payée)	RP.
To follow (faire suivre)	FS.

When such instructions are given in unabbreviated form, they should be written in French.

Rule 12.—The sender can prescribe the route he wishes his message to follow by *writing* the same on the message form in the place provided for the purpose. The Administrations are not bound to conform to *printed* instructions regarding the route.

When the sender prescribes the route to be followed, his wishes are complied with, unless the route indicated be interrupted, in which case no objection can be raised to the selection of an alternative route.

When no route is specified, the message is sent by the least expensive one.

Rule 13.—Any sender can, on proving his identity, stop, if in time, the transmission of his message.

When the sender withdraws or stops his message before transmission has been commenced, the charges are returned to him after deducting a fixed sum of 4 annas, the fee of the original sending Station.

If the message has been already transmitted, the Sender's only means of cancelling it is by a *paid* (private) telegram addressed to the terminal Station.

The Sender must pay also for a reply, if he desires to be informed by telegraph in what manner his request has been acted upon.

A station which receives a message, requesting the suppression of another message, previously received, informs the original sending Station by post in what manner the request has been acted upon, unless the Sender has prepaid a reply by telegraph.

DELIVERY OF MESSAGES.

Rule 14.—Messages may be addressed either to the place of residence of the Addressee, or *poste restante* (to be kept at the Post Office till called for), or *bureau restant* (to be kept at the Telegraph Office till called for).

Messages which have to be sent to their destination by post, or which are addressed *poste restante*, are immediately sent by the office of destination to the Post Office and treated as registered letters, without charge either to Sender or Addressee—(see Rule 35).

Rule 15.—A message taken to the place of residence of the Addressee may be delivered either to the Addressee, to the adult members of his family, to his employés, lodgers, or guests, or to the porter of the hotel or house in which he resides, unless the Addressee has designated in writing a special person to receive it, or the Sender has instructed that the message be delivered to the Addressee only. This last demand, if made, should be mentioned in the address of the message, and is written on the envelope by the Station of delivery.

When a message is addressed *bureau restant*, it is delivered only to the Addressee himself or to a person duly appointed by him.

Rule 16.—When the message cannot be delivered, the terminal Station intimates the fact by a *Service* telegram to the Station of origin, which verifies the correctness of the address, and immediately rectifies any error. If the address has been correctly transmitted the Sender is informed of the non-delivery, but he can only supplement the address by a fresh private message—(see Rule 33).

Rule 17.—If, in consequence of inaccuracy or insufficiency of address, or the absence or refusal of the Addressee, the expenses of a special messenger are not paid on arrival, the costs incurred are specified in the advice of non-delivery or refusal, and ARE RECOVERABLE FROM THE SENDER.

CONTROL.

Rule 18.—The Government of India reserves to itself the right of stopping any private message which may appear dangerous to the security of the State, or which may be contrary to the laws of the country, to public order or decency; and any intermediate Administration may stop the transmission of such a message on condition of immediately advising the Administration to which the original sending Station belongs.

This control is exercised by the terminal or intermediate offices subject to recourse to the central Administration, which decides without appeal.

RECORDS.

Rule 19.—The originals and copies of messages, and the slips containing the signals or similar papers, are preserved for a period of 18 months after date, with all necessary precautions to ensure their secrecy.

Rule 20.—The originals or copies of messages can only be communicated to the Sender or to the Addressee after proving his identity or to the authorised attorney of either.

The Sender and Addressee, or the authorised attorney of either, have a right to be furnished with certified true copies of the messages sent or received by them. This right ceases after the expiration of 18 months from the date of the message, and is contingent on the exact date and description of the message to which the request refers being mentioned.

For every such copy, a fee of 4 annas per 100 words, or fraction of 100 words, is payable.

SPECIAL MESSAGES.

Rule 21.—The Sender of a message can prepay the reply which he requests his correspondent to send. The amount deposited for the reply must not exceed the cost of an ordinary telegram of 30 words by the same route.

In this case he must write before the Address of the message and pay for the instruction "*Réponse payée*, or RP." Should the number of words for which a reply is prepaid be greater or less than ten, the Sender must add to the instruction the number of words thus :—"RP 15" (two words) or "*Réponse payée* 15" (three words).

When a reply is prepaid, the Station of delivery either pays to the Addressee the amount deposited for the reply, in money, or in stamps, or furnishes him with an order, current for six weeks only, authorizing the free despatch of a message to any destination up to the amount prepaid.

In India the amount is always paid to the Addressee in cash or Telegraph stamps and the reply, when tendered, is considered and treated as any other message.

If the original message cannot be delivered within 8 days, or if the Receiver formally refuses the money, stamps or order for the reply, the Station of delivery informs the Sender of it by a telegram, which indicates the cause of non-delivery and *takes the place of the reply.*

Rule 22.—The Sender of any message can, by writing the word "*Collationné*" (or "TC.") immediately before the Address, ensure its being repeated. In this case the different Offices concerned in its transmission collate it integrally (*i.e.*, it is repeated back from Office to Office to ensure its correctness).

The charge for collation is equal to half the charge for the message.

Rule 23.—The Sender of a message can, by adding the words "*accuser reception*" or "CR." immediately before the Address, ensure that a notice shall be telegraphed to him of the hour of its delivery.

If the message cannot be delivered, the terminal Station intimates the fact, and the reason, by a *service* telegram—(see Rule 16). The return message paid for by the Sender is afterwards transmitted, either on delivery of the telegram, should that be found possible, or at the expiration of 24 hours in the contrary event.

The charge for an "acknowledgment" is that for a simple message of 10 words by the same route as that followed by the original message.

Rule 24.—The Sender of a message can, by writing the words "*Faire suivre*" or "FS." immediately before the Address, ensure its following the Addressee to different Addresses, if necessary, *within the limits of Europe.*

When a message bears the notice "*Faire suivre*" the terminal Station, after presenting it at the Address given, transmits it imme-

diately, if requisite, to any new Address supplied at the residence of the Addressee. If no new Address is supplied, the message is kept in the Office and its non-delivery reported—(see rule 16). If the message is re-transmitted, and the second Station cannot find the Addressee, the message is retained by that Station.

If the notice "*Faire suivre*" is accompanied by successive Addresses, the message is successively transmitted to each, if necessary, and the last office treats it in accordance with the regulations of the preceding paragraph.

The charge for a message "*Faire suivre*" to be levied from the Sender is simply the charge to the first terminal Station, all the Addresses entering into the number of words charged for. The supplementary charge is recovered from the Addressee.

Rule 25.—Any person, by explaining the necessity, can request that messages which may arrive at a Telegraph Office to be delivered to him, within the radius of delivery of that Office, be re-transmitted, in conformity with the conditions of the preceding paragraphs, to the Address which he furnishes ; this request must be made in writing.

Rule 26.—Telegraph messages may be addressed—

I.—To several persons in the same place ;

II.—To the same person at several residences in the same place ;

In the first case, each copy of the message bears only its own Address, unless the Sender requests the contrary, in which case the request must be entered after the Address, and will be charged for.

A message addressed to several persons in the same locality, or to one person at several places of residence in the same locality (whether with or without transmission by post), is charged for as a single message ; but a copying fee of 4 annas per 100 words, *plus* 4 annas for the excess, is charged for each destination after the first.

Rule 27.—In applying the preceding Rules, the facilities given to the public for prepayment of Replies or Acknowledgments, collation of messages, messages to follow, multiple Messages, or Messages for transmission beyond the limits of the Telegraph Lines, can be combined ; subject to the conditions of Rule 11.

Application of Charges.

Rule 28.—The minimum charge is for a single word not exceeding 10 letters, or for a group of figures not exceeding three.

Rule 29.—All that the Sender writes in his message to be transmitted is included in reckoning the cost, except as stated in para. 7 of Rule 30 and para. 2 of Rule 34.

Words, numbers, or signs added by the Office in the interest of the service are not charged for.

Rule 30.—In *ordinary* and *Code* messages the maximum length of a word is fixed at 10 letters ; every 10 letters (or fraction of 10 letters) in excess is counted as a word.

Words joined by a hyphen are counted as so many separate words.

Words separated by an apostrophe are counted as so many separate words.

Combinations of words contrary to the usage of the language to which they belong are not admitted, but proper names of towns and persons, names of places, squares, streets, &c., titles, Christian names, particles and qualifications as well as numbers written in words are counted for the number of words (not exceeding 10 letters) employed

by the Sender to express them. Abbreviations and mis-spelt words are inadmissible.

Numbers expressed in figures are counted at the rate of three figures to a word, *plus* one word for any excess.

Every isolated character, whether letter or figure, is counted as a word. The same applies to an underline.

Signs of punctuation, hyphens, apostrophes, inverted commas, parentheses, fresh paragraphs, are not counted or signalled, but decimal points, commas, and bars of division *used with figures* are each counted as a figure and signalled.

Letters added to figures to form ordinal numbers are each counted as a figure.

Examples.

Responsibility (14 letters)	2 words.
A-t-il	3 ,,
Aujourdhui (without apostrophe)	1 word.
Aix-la-chapelle	3 words.
Aixlachapelle* (12 letters)	2 ,,
New York	2 ,,
Newyork	1 word.
Du Bois	2 words.
Dubois	1 word.
Belgrave Square	2 words.
Hyde Park	2 ,,
St. James Street	3 ,,
Saintjames Street	2 ,,
Portland Place	2 ,,
44½ (5 figures and signs)	2 ,,
444½ (6 ,, ,,)	2 ,,
444,5 (5 ,, ,,)	2 ,,
444,55 (6 ,, ,,)	2 ,,
444/55 (2 groups)	2 ,,
10 francs 50 centimes or 10 fr. 50 c.	4 ,,
10 fr. 50	3 ,,
11 h. 30 m.	4 ,,
11,30	2 ,,
44/2	2 ,,
44/	1 word.
2 per cent.	3 words.
2%	2 ,,
Hundertvierunddreissig (22 letters)	3 ,,
E.	1 word.
E. M.	2 words.
$\frac{A\ P}{M}$ (Commercial mark)	2 ,,
$\frac{3}{M}$ (,, ,,)	2 ,,
G H F (,, ,,)	1 word.
G H 2 (,, ,,)	2 words.
G.H.F. 45 (,, ,,)	4 ,,
Emvtch (letter cipher)	Inadmissible.
Tmrlz (,, ,,)	Inadmissible.

Rule 31.—In messages which contain cipher, the words in ordinary language or in Code are counted according to paras. 1 to 4, and groups of figures according to paras. 5 to 8 of the preceding rule.

Words in a language not admissible under Rules 5 and 6 *cannot be sent.*

Rule 32.—The name of the original sending Station and the date,

* "ch" counted as one letter.

hour, and minute (Madras time) of deposit of the messages are added *free*, and entered in the copy of the message delivered to the Addressee.

Rule 33.—Every rectifying or completing message, and generally every communication made to a Telegraph Office relative to a message already transmitted, or in course of transmission, is classed as a private telegram and charged for, but if such communication shall have been necessitated by an error of the Service, the cost of a demand for repetition and of the repetition itself will be refunded on application to the Check Office, Government Telegraph Department, Calcutta.

Rule 34.—The charge on a message is calculated according to the least expensive route from the starting point of the message to its destination, unless that route is interrupted or the Sender selects another.

The indication of the route is transmitted in the *Official Instructions* and is not charged for.

SPECIAL CHARGES.

Rule 35.—Every message which has to be transmitted to its destination by post, or deposited *poste restante*, is posted as a *registered* letter by the Office of delivery, without extra charge either to the Sender or Addressee, except in the two following cases :—

(*a*).—Messages which have to be transmitted to destination by *Sea* post, either in consequence of interruption to a sub-marine line, or by reason of being addressed to a country not connected with the International Telegraph system, are subject to a charge for postage of 12 annas, payable by the *Sender*.*

(*b*).—Messages transmitted to an Office situated near a frontier, to be delivered by post in the neighbouring territory, are posted as unpaid letters, and the postage is payable by the *Addressee*.

PAYMENT.

Rule 36.—The charges on messages are prepaid by the Sender. The following are, however, exceptions, and are recovered from the Receiver :—

1*st*.—The charge for messages sent from sea by semaphore.

2*nd*.—The supplementary charge for onward transmission of messages "*To follow*" (*Faire suivre*).

3*rd*.—The expense of transport beyond the Telegraph lines by quicker means than the post in States where such Service is organised.

In every case where charges are to be made on arrival, the message is not delivered till payment of the amount due is received.

Rule 37.—Insufficient charges received in error, or charges not recovered through refusal of the Addressee to defray them in full, or through his not being found at the Address given, MUST BE MADE GOOD BY THE SENDER.

Excess charges made in error are returned, but the value of Telegraph stamps attached to a message in excess of the correct charge by the Sender, can only be recovered by application to the Check Office—(see Rule 40).

* On messages from India addressed to places *out of India*, and which are to be posted from a seaport to destination, the sender also prepays a postage and registration fee of 12 annas.

FREE MESSAGES.

Rule 38.—Messages relating to the traffic requirements of the International Telegraph Service are transmitted free.

REFUNDS.

Rule 39.—The whole cost of any message which has suffered a serious delay in transmission, or which has not been delivered through the fault of the Telegraph Service, is refunded to the Sender by the Administration which received it.

In case of delay, the claim for re-imbursement is absolute if the message did not reach its destination sooner than it would have done by post, or if the delay exceeds 6 days.

No refund is given for *errors* in *uncollated* messages, but the whole cost of a *collated* message is returned to the Sender, if, in consequence of errors in transmission, it has manifestly *failed to fulfil its object.*

In the case of interruption on a sub-marine line, the Sender of any message has a right to a refund of the portion of the charge belonging to the distance not traversed, deduction being made, if necessary, of the expense incurred in sending the message by any other mode of transport.

These rules do not apply to messages which pass over the lines of a non-adhering Administration which would not on its side make similar refunds.

Rule 40.—Every claim for re-imbursement of charges ought to be made to the CHECK OFFICE, GOVERNMENT TELEGRAPH DEPARTMENT, CALCUTTA, and be supported as follows: In case of *non-delivery*, by a written statement from the terminal Station or Addressee; in case of *mutilation* or *delay*, by the copy actually delivered to the Addressee, and by a certificate stating that, in consequence of the errors complained of, the message *failed* to *fulfil its object.* The *particular errors* which led to this result should also be specially mentioned. A complaint regarding a *received* message may, if the Addressee chooses, be addressed to the CHECK OFFICE which, if possible, disposes of it, otherwise it is returned to be presented at the Office of Origin.

If the Sender does not reside in the country where he deposited his message for transmission, he can have his claim forwarded to the original Administration through the medium of another Administration. In this case, if it becomes evident on investigation that the claim is well founded, the latter is deputed to make the refund.

When a claim to refund is admitted to be well founded by the Administration in fault, the refund is made to the Sender by the CHECK OFFICE.

Complaints are not forwarded when the fault complained of does not give the Sender a claim to refund, or has resulted from an omission or irregularity on his part.

Rule 41.—The charges on messages stopped in transit under operation of Rule 18 are returned to the Sender.

Rule 42.—The refund rules apply only to the cost of the actual messages lost, delayed, or mutilated, and not to the cost of any further correspondence caused or rendered useless by such loss, delay, or mutilation, except in the case of the exception mentioned in Rule 33.

Rule 43.—Every claim should be made, under penalty of rejection, within *six months* of the date of the message.

APPENDIX H.

INTERNATIONAL EXHIBITION AT MELBOURNE.

NOTIFICATION.

No. 3384.

GENERAL DEPARTMENT,

BOMBAY CASTLE, *8th December*, 1879.

His Excellency the Governor in Council has been pleased to nominate the following gentlemen to form a Committee for the purpose of ensuring the adequate representation of the products of the Bombay Presidency at the International Exhibition, to be held at Melbourne in October, 1880.

President:

The Honourable MAGNUS MOWAT.

Members:

Ahmedbhai Habibbhai, Esq.
T. Blaney, Esq.
Byramjee Jeejeebhai, Esq., C.S.I.
J. W. Cameron, Esq.
H. Curwen, Esq.
Dwarkadas Vasanjee, Esq.
J. Fachiri, Esq.
L. R. W. Forrest, Esq.
Framjee Dinshaw Petit, Esq.
Grattan Geary, Esq.
J. Gordon, Esq.
James Graham, Esq.
J. H. Grant, Esq., C. S.
Hajee Cummoo Sulleman, Esq.
Captain G. N. Hector, Esq.
C. W. L. Jackson, Esq.
J. M. Maclean, Esq.
William Maitland, Esq.
Sir Munguldas Nathubhai, Kt., C.S.I.
The Honourable Morarjee Gokuldas, C. I. E.
Muncherjee Nowrojee Banajee, Esq.
Nacoda Mahomed Alli Rogay, Esq.
Nanabhoy Byramjee Jeejeebhai, Esq.
Nasarwanjee Maneckjee Petit, Esq.
W. R. Pratt, Esq., C, S.
S. D. Sassoon, Esq.
Shantaram Narayan, Esq.
Sir Frank Souter, Kt. C. S. I.
A. Tait, Esq.
Varjiwandas Madhavdas, Esq.
H. E. Jacomb, Esq., C. S.

By order of His Excellency the Honourable the Governor in Council,

J. NUGENT,
Acting Secretary to Government.

Proceedings of the Meeting of the Bombay Committee to the Melbourne Exhibition held on the 16th December, 1879.

A meeting of the Committee appointed by His Excellency the Governor in Council for the purpose of ensuring the adequate representation of Bombay productions at the forthcoming International Exhibition at Melbourne was held on 16th December, 1879, at the offices of the Chamber of Commerce, Rampart Row. The Hon'ble M. Mowat occupied the chair, and there was a large attendance of the Committee.

The President in opening the proceedings said :—Gentlemen, I am glad His Excellency the Governor in Council has appointed this Committee with the view of seeing that the productions of the Bombay Presidency are adequately represented at the forthcoming International Exhibition at Melbourne. It is unnecessary for me to say much regarding the value of such Exhibitions—the subject being quite as familiar to you as it is to me. General regret has been felt as to the poor show which India has made at the Sydney Exhibition, but I trust the same thing will not be said of the greater and more influential gathering which is expected at Melbourne : not that I wish to detract from the palace of industry which has been raised in Sydney in any way. It has been on the whole a remarkable success in spite of the hard times and bad trade. Such Exhibitions tend to increase trade, and the wonder is that so little has been done up to the present time between the Australian colonies and this country. Let us see whether what we propose to send down will in any way stir our colonial friends. One of the first things necessary to set such a movement a-going is money : and, thanks to the liberality of some of our friends, this has not been wanting. We have already obtained something like Rs. 4,000, and I have hopes that we shall be able to double the sum. You will bear in mind that the money will be chiefly required to meet the cost of transmission, for the articles themselves will always retain the whole or at least a portion of their value, and they can be disposed of after the close of the Exhibition for the benefit of whom it may concern. There might also be articles entrusted to our care for exhibition only and which it might be desirable to return. Time is passing quickly, and we have not got much to lose. Let us therefore decide that we shall send down samples of the raw productions of the Presidency, the manufactures of the local silk and cotton mills, Bombay furniture, pottery, silver work and other articles likely to be useful and interesting. Before this meeting closes I shall have to ask you to name sub-committees to select and look after the various articles. I was very much struck with some suggestions which appeared this morning in an able article in the *Times of India*. An official catalogue would be most useful. It would also be valuable as giving an account of the products and manufactures of the Presidency. The work would be highly interesting, and I do trust that the gentleman to whom we owe the article in question will assist in the preparation of such a useful work. It will also be necessary for you to appoint agents in Melbourne, and I know of none more suitable than the firm which has been in correspondence with mine for a great number of years—Messrs. McCulloch, Sellar and Co.—one of the partners of which has from time to time held high offices under the Melbourne Government. They might look after the articles on arrival and do what is necessary in the metropolis of Victoria. But in order to insure success we must have able secretaries—say, one European and one native. I have only to mention the names of Mr. John Gordon and Mr. Nanabhoy Byramjee Jeejeebhoy to show the stamp of men which we ought to secure. (Cheers.) You will also be called upon to say how you wish the funds at the disposal of the Committee to be deposited and operated upon. There is every probability of at least one member of this Committee—Mr. Jackson, to whom we are indebted for a liberal contribution—visiting Melbourne next year, and when there, I am sure, he will do everything in his power to see that the

interests of Bombay are well cared for. I need hardly say that should more room be required for your collection of products, prior to their shipment, than the offices of the Chamber of Commerce can easily accommodate, my firm will gladly place a godown at your disposal. (Applause.)

The Hon'ble Morarjee Goculdas said: There was a very heavy duty on goods imported into Melbourne, and he should like to know whether goods for exhibition would be passed duty-free.

The President said it was expressly stated in the Melbourne Exhibition papers that all goods intended for exhibition would be passed free of duty.

The Hon'ble Morarjee Goculdas: At the same time I think the Government ought to make a handsome contribution.

Mr. Nanabhoy Byramjee Jeejeebhoy: I suppose exhibitors will pay all charges.

The President: It will be for the sub-committees to decide all matters of that sort.

The following resolutions were then put and carried unanimously:—Proposed by Mr. Maitland, and seconded by Mr. C. W. L. Jackson, "That Messrs. John Gordon and Nanabhoy Byramjee Jeejeebhoy be appointed joint secretaries of the Melbourne Exhibition Committee." Proposed by Mr. Varjeevandas Madhavdas, and seconded by the Hon'ble Morarjee Goculdas, "That the President, Mr. Fachiri and Mr. Forrest be appointed a sub-committee to collect specimens of the raw products of the Presidency such as cotton-seeds, grain, &c., for shipment to Melbourne." Proposed by the President, and seconded by Mr. Mahomed Ally Rogay, "That the Hon'ble Morarjee Goculdas, Messrs. S. D. Sassoon, Ahmedbhoy Hubibbhoy, Framjee Dinshaw Petit, and Muncherjee Nowrojee Banajee be appointed a sub-committee to collect cotton, silk, and other manufactures for transmission to Melbourne." Proposed by the Hon'ble Morarjee Goculdas, and seconded by Mr. Nanabhoy Byramjee Jeejeebhoy, "That Messrs. Jacomb, Grant, Hajee Cummoo Sulleman and Dwarkadas Vassanjee be appointed a sub-committee to collect furniture, Surat-work and other similar articles for exhibition at Melbourne." Proposed by the President, and seconded by Mr. Jackson, "That Messrs. Maitland, Grattan Geary, Blaney, Mahomed Ali Rogay and Nanabhoy Byramjee Jeejeebhoy be appointed a sub-committee to collect pottery, jewellery, precious stones, carpets, rugs, shawls, and other miscellaneous articles for the Melbourne International Exhibition." Proposed by Mr. Gordon, and seconded by Mr. Jacomb, "That Messrs. Maclean, Grattan Geary, Curwen, Tait and Shantaram Narayen be appointed a sub-committee for preparing an official catalogue, attending to the shipment of the articles, and advising as to the space which will be required by Bombay at the Melbourne International Exhibition." Proposed by Mr. Sassoon, and seconded by Mr. Ahmedbhoy Hubibbhoy, "That the secretaries be authorised to invite intending exhibitors to send through the committee articles which they are desirous of sending to the forthcoming International Exhibition at Melbourne." Proposed by Mr. Jacomb, and seconded by Mr. Framjee Dinshaw Petit, "That an account be kept with the Bank of Bombay in the names of the President and Secretaries for the time being, and to be operated on by them." Proposed by Mr. Fachiri, and seconded by Mr. Curwen, "That Messrs. McCulloch, Sellar and Co. be asked to act as the Melbourne agents of the

Bombay Committee appointed for ensuring the adequate representation of the products of this Presidency at the forthcoming International Exhibition."

The President suggested that the gentlemen whose names stood first on the various sub-committees should convene the meetings of the committees; but after a short discussion it was decided that the secretaries should call the first meetings of the committees, and that each committee should then elect its own convener.

Mr. Sassoon asked whether the Committee would undertake the collection of any Bengal products.

The President replied that the committees would confine their attention to the collection of Bombay and Sind products at first. He was not aware as to what products would be sent from Bengal, but this matter might be considered hereafter.

Mr. Shantaram Narayen moved that the secretaries should be *ex officio* members of all the sub-committees, and the motion having been seconded by Mr. Tait was carried unanimously.

Mr. Mahomed Ali Rogay thought that Government should be asked to contribute towards the expenses of the movement. He would move that Government should be communicated with on the subject.

Mr. Nanabhoy seconded the motion, and suggested that the President should be requested to communicate with the Government on the subject.

The President thought that the Committee in the meantime should not relax their efforts. He also thought that they might ask the Government to request the Collectors of the various districts to aid in the collection and forwarding of objects for exhibition.

These suggestions were agreed to by the meeting, which separated shortly afterwards, a vote of thanks having been passed to the President.

Statement showing the Subscriptions received and Disbursements made up to 31st December, 1880, on account of the Melbourne International Exhibition Fund.

SUBSCRIPTIONS.	Rs.	a.	p.
C. W. L. Jackson, Esq.	500	0	0
Dinshaw Manockjee Petit, Esq.	400	0	0
Messrs. Ritchie, Steuart & Co.	250	0	0
John Gordon, Esq.	250	0	0
Hon'ble Morarjee Goculdass	250	0	0
Messrs. David Sassoon & Co.	250	0	0
J. C. Whiteworth, Esq.	200	0	0
Nanabhoy Byramjee Jeejeebhoy, Esq.	150	0	0
Byramjee Jeejeebhoy, Esq.	150	0	0
Sir Mungaldass Nathoobhoy	150	0	0
Ahmedbhoy Hubibbhoy, Esq.	150	0	0
Cummoo Sulleman, Esq.	150	0	0
Messrs. Ralli Brothers	150	0	0
Vurjeevundass Madowdass, Esq.	100	0	0
Goculdass Dewjee, Esq.	100	0	0
Heerjeebhoy Hormusjee Shroff, Esq.	100	0	0
E. D. Sassoon, Esq.	100	0	0
Messrs. Ewart, Latham & Co.	100	0	0
Dwarkadass Vussonjee, Esq.	100	0	0
Nusserwanjee Manockjee Petit, Esq.	100	0	0
Shantaram Narayan, Esq.	100	0	0
Dr. Pinkerton	50	0	0
Messrs. Lyon & Co.	50	0	0
Messrs. Morwanjee & Byramjee, Brokers	50	0	0
Messrs. Volkart Brothers	50	0	0
The Comptoir d'Escompte de Paris	50	0	0
F. Mathew, Esq.	50	0	0
James N. Graham, Esq.	50	0	0
Framjee Dinshaw Petit, Esq.	50	0	0
Bomonjee Jeejeebhoy Petit, Esq.	50	0	0
Muncherjee Nowrojee Banajee, Esq.	50	0	0
Messrs. Finlay, Muir & Co.	50	0	0
Messrs. Benn, Ashley & Co.	50	0	0
Messrs. C. Macdonald & Co.	50	0	0
Messrs. Wallace & Co.	25	0	0
Messrs. Killick, Nixon & Co.	25	0	0
	Rs. 4,525	0	0

DISBURSEMENTS.	Rs.	a.	p.
Paid for sundry handmade articles obtained from Surat, Ahmedabad, Cutch and other places	750	0	0
Paid for sundry toys obtained from Khakeebhoy Pudumsey & Co.	500	0	0
Paid for one large show-case obtained from the Municipal Workshop	538	0	0
Paid for cotton obtained from Messrs. Ralli Brothers	222	12	3
Paid to P. & O. Co. for freight to Melbourne	310	0	0
Do. for Muccadum charges	18	8	6
Paid to Messrs. Ritchie, Steuart & Co, for promium on Marine Insurance effected	12	8	7
Paid for advertisements, printing, &c.	830	8	8
Paid for sundry petty disbursements	59	7	10
Paid to Mercantile Bank for equivalent of £99 at 1s. 7 15/16d. drawn by Mr. Hughes for expenses incurred at Melbourne	1,191	14	7
Balance at the Bank of Bombay	1	6	7
	Rs. 4,525	0	0

List of Exhibits forwarded by the Bombay Committee to the Melbourne International Exhibition.

Name of Exhibitor.	Description of Articles.	Remarks.
STATE OF JAMNUGGUR	1 Bag containing specimens of Jail work, and 1 Box containing 27 packets specimens of Grain as follows :—	To be sold : delivery to be given after the Exhibition is over.
	I.—Jowari, Sorghum vulgare. II.— „ „ III.— „ „ IV.— „ „ V.— „ N. B.—Sugar made out of juice of stalks. VI.—Kang, Panicum italicum. VII.—Gowari Pods Seed, Dolichos fabæformis. VIII.—Koolthi, Dolichos uniflorus. IX.—Oreed, Phaseolus Mungo. X.—Black Sesame, Sesamum indicum. XI.—White Sesame, Sesamum indicum. XII.—Red Sesame, Sesamum indicum. XIII.—Kamod, Rice-seed, Oryza sativa. XIV.—Buntee, Panicum spicatum. XV.—Chora Pod Seed, Vigna Catiang. XVI.—Bajri, Holcus spicatus. XVII.—Rai, Mustard-seed, Sinapis racemosa. XVIII.—Sirci, Rape-seed, Brassica Napus. XIX.—Castor-seed, Ricinus communis. XX.—Cheeno. XXI.—Wheat, Triticum æstivum. XXII.—Mag, Phaseolus radiatus. XXIII.—Muth, Phaseolus aconitifolius. XXIV.—Soowa (Anæthum). XXV.—Methi (Fenugreek), Fœnum græcum. XXVI.—Chana (Gram), Cicer arintinum. XXVII.—Bhenda Pod Seed, Hibiscus esculentus (Ladies' Fingers).	
MR. DOSSABHOY BEJUNJEE MOTIWALLA	1 Packet containing Phials of Pills as follows :— Motiwala's ten-anna Cough Pill Phials 3 Motiwala's six-anna Cough Pill Phials 3 Motiwala's four-anna Cough Pill Phials 3 Motiwala's eight-anna Dysentrodyne Phials ... ... 3 Motiwala's four-anna Dysentrodyne Phials 3	

MESSRS. M. H. MAJU & Co.	1 Case containing 5 Boxes of Indian Tea.		
NEW COLABA COMPANY'S SPINNING AND WEAVING MILLS	1 Case containing samples of Cloth and Yarn as follows :—		
	1. A Parcel of Raw Cotton.	1 Bundle No. 20's Mule, 5 lbs.	
	2. „ Clean Cotton.	„ „ 30's „ „	
	3. „ Lap (finished).	„ „ 40's „ „	
	4. „ Card Sliver.	„ „ 50's „ „	
	5. „ Drawing Sliver.	„ „ 56's „ „	
	6. Two Slubbing Bobbins.	„ „ 30's Water „	
	7. Two first Intermediate Bobbins.	„ „ 40's „ „	
	8. Two second „	„ „ 50's „ „	
	9. Three Roving Bobbins.		
	10. Yarn.		
	CLOTH.		
	Shirting, 1 Piece, 7 lbs. 42 inches 33 yards.		To be sold : delivery to be given after the Exhibition is over.
	Madapollam, 1 Piece, 3 „ 31 „ 22 „		
	Small Sample Pieces of 4½ lbs. 24 inches 22 yards T Cloth.		
	3 lbs. 19 inches 20 yards T Cloth.		
	26¾ „ 40 „ 65 „ Domestics.		
	Check Sheets and Dhotee Borders.		
MR. HEERJEEBHOY HORMUSJEE SHROFF.	8 Packages containing specimens of Raw Products and 2 Tins Oil as follows :—		
	No. 1. A. 1 Case containing—	Rs. a. p.	Rs. a. p.
	Cochin Dry Ginger, weighing cwt. 0-2-0 value Rs. 15 per cwt.	7 8 0	
	Tassur Silk, supplied by Mr. Forrest	.....	
	1 Tin Pustachio in shells weighing cwt. 0-0-14 value Rs. 44 per cwt....	5 8 0	
			13 0 0

Name of Exhibitor.		Description of Articles.				Remarks.
MR. HEERJEEBHOY HORMUSJEE SHROFF.	No. 2. B.	1 Case containing—				
			Rs.	Rs. a. p.	Rs. a. p.	
		Zanzibar Cloves weighing cwt. 0 1 0 value 18½ per md.		18 4 0		
		Turmeric (bulb) weighing cwt. 0 0 14 value 4 per cwt.		0 8 0		
		„ (finger) weighing cwt. 0 0 14 value 11 per cwt.		1 6 0		
		Tamarind (clean) weighing cwt. 0 1 0 value 7-2 per cwt.		1 12 6		
		1 Tin Pustachionuts, weighing cwt. 0 0 5 value Rs. 78 per cwt.		3 5 9		
		Compta Cardamoms, weighing lbs. 6, value Rs. 5¼ per lb.		31 8 0		
					56 12 3	
	No. 3. C.	1 Case containing—				
			Rs.			
		Ghatty Gum clean, weighing cwt. 0 2 18 value 28 per cwt		15 0 0		
		„ unclean, weighing cwt. 1 0 17 value 13½ per cwt		15 0 0		
					30 0 0	To be sold: delivery to be given after the Exhibition is over.
	No. 7. G.	1 Packet containing—				
			Rs.			
		Wet Dates No. 1 weighing cwt. 1 0 14 value 5½ per cwt		6 0 0		
		Wet Dates No. 2 weighing cwt. 1 1 21 value 3-14 per cwt		6 2 3		
					12 2 3	
	No. 8. H.	1 Bag Madder Root or Munjeet weighing cwt. 1 1 14 value Rs. 11-1-6 per cwt.			15 10 6	
	No. 9. I.	1 Bundle Coir Yarn No. 1 weighing cwt. 0 2 10 value Rs. 6 per cwt.			3 8 3	
	No. 10. J.	1 Bundle containing—				
		Coir Yarn No. 2 weighing cwt. 0 2 6 value Rs. 1-10 per cwt		1 0 6		
		„ No. 3 weighing cwt. 0 1 0				

	Dewgudy Hemp weighing maund 1¼ value Rs. 9½ ...	2 9 0	..			
	Jubbulpoor Hemp ... ... „ 9 ...	.....				
			3 9 6			
			166 10 3			To be sold: delivery to be given after the Exhibition is over.
	CHARGES.					
	Packing, Cases, and Oil Tins, Gunny, Cart and Cooly-hire, &c,...	10 5 9				
			10 5 9			
			Rupees...177 0 0			
THE MANOCKJEE PETIT MANUFACTURING COMPANY, LIMITED.	2 Cases containing samples of Cloth and Yarn as follows :—					
	One piece Domestic Cloth 44″ wide, 72yds. long, weighing 27 lbs....	30s. 6d. per piece		Probable value delivered at Melbourne.		To be returned after the Exhibition is over.
	Do. do. 39″ wide, 72yds. long, weighing 24 lbs....	27s. 0d, do.				
	Do. Grey Trowser Cloth 30″ wide, 24yds. long, weighing 9 lbs....	11s. 0d, do.				
	Do. Bleached Cloth 30″ wide, 24yds. long, weighing 9 lbs....	12s. 3d, do.				
	Do. „ drilled Cloth 30″ wide, 24yds, long, weighing 9 lbs....	14s. 0d, do,				
	One small sample of Scarlet Woolen Damask Cloth, made to any pattern, suitable for Window Curtains or Furniture lining ...	1s. 6d. per yard.				
	Do. Magenta Colour do. do.	1s. 3d. do.				
	One-sixth dozen Bathing Towels, Honeycomb pattern, made to any size (Grey or Bleached), according to size and texture	3s. to 12s. per doz.				
	One sample of Gentlemen's Merino Guernsey No. 1	16s. 6d. per dozen				
	Do. do. 2	15s. 6d. do.				

Name of Exhibitor.	Description of Articles.						Remarks.
THE MANOCKJEE PETIT MANUFACTURING COMPANY, LIMITED.	One sample of Gentlemen's Merino Indian Gauze	No.	3	20s.	0d.	per dozen.	Probable value delivered at Melbourne.
	Do. do. ...		4	15s.	6d.	do.	To be returned after the Exhibition is over.
	Do. Men's Brown Cotton Half Hose		5	4s.	3d.	do.	
	Do. do. ...		6	3s.	0d.	do.	
	Do. do. ...		7	1s.	8d.	do.	
	Do. Boy's Brown Cotton Half Hose...		8	2s.	0d.	do.	
	Do. do. ...		9	1s.	6d.	do.	
	Do. Men's White Cotton Half Hose...		10	4s.	0d.	do.	
	Do. do. ...		11	2s.	8d.	do.	
	Do. Boy's White Cotton Half Hose...		12	3s.	0d.	do.	
	Do. do. ...		13	2s.	6d.	do.	
	Do. do. ...		14	1s.	9d.	do.	
	Do. Women's Brown Cotton Hose ...		15	6s.	0d.	do.	
	Do. do. ...		16	3s.	3d.	do.	
	Two Samples of Women's Fancy Hose ...		17	7s.	0d.	do.	
	One Sample of Women's White Cotton Hose		18	5s.	9d.	do.	
	Do. do. ...		19	4s.	6d.	do.	
	Do. do. ...		20	2s.	6d.	do.	
	Do. Girl's White Cotton Hose ...		21	3s.	0d.	do.	
	Do. do. ...		22	2s.	4d.	do.	
	Do. do. ...		23	2s.	0d.	do.	
	Three samples Men's Half Hose, Silk mixtures, striped in three colours ...	No.	A.	.....	25s.	0d. per doz.	
	Do. do. Clean Brown striped in three colours ...		B.	.....	15s.	0d. do.	

Do.	do.	Heather Cotton 3 shades with slipper ft. ...	D.....15s.	6d.	do.	Probable value delivered at Melbourne.	To be returned after the Exhibition is over.	
Do.	do.	Heather Cotton 3 shades striped with ft. ...	C.....17s.	6d.	do.			
One sample	do.	Plain White ...	E.....10s.	0d.	do.			
Do.	do.	Plain clean Brown ...	F.....10s.	0d.	do.			
Do.	do.	Plain clean Brown, stout...	G.....10s.	3d.	do.			
Do.	Women's Hose,	Clean Brown stripped with Turkey Red ...	H.....18s.	9d.	do.			
Do.	do.	Plain White ...	J.....12s.	6d.	do.			
Two samples	do.	Clean Brown stripped with 3 fancy colors...	I.....18s.	9d.				

THE NEW GREAT *EASTERN SPINNING AND WEAVING COMPANY, LIMITED.*

1 Case containing samples of Cloth and Yarn as follows :—

	lbs.	In.	Yds.	Warp.	Weft.	Value. Rs.	a.	p.	
T Cloths	4	24	24	18*s*	20*s*	2	4	0	To be sold : delivery to be given after the Exhibition is over.
"	7	32	...	18*s*	20*s*	3	15	0	
Long Cloths	10	38	36	18*s*	22*s*	5	10	0	
"	13	47	...	18*s*	20*s*	7	5	0	
Domestics	11	27	48	18*s*	22*s*	6	3	0	
"	18	32	72	18*s*	20*s*	10	2	0	
"	24	39	...	18*s*	20*s*	13	8	0	
Degojees	3	44	10	18*s*	26*s*	1	11	0	
"	$2\frac{3}{4}$	42	9	18*s*	22*s*	2	1	0	
"	$2\frac{1}{2}$	38	...	18*s*	24*s*	1	14	0	
Doria	7	24	30	18*s*	26*s*	3	15	0	
Sheetings	3	60	5	18*s*	16*s*	1	11	0	

Name of Exhibitor.	Description of Articles.	lbs.	in.	yds.	Warp.	Weft.	Rs.	a.	p.	Remarks.
THE NEW GREAT EASTERN SPINNING AND WEAVING COMPANY, LIMITED.	Sail Cloth	27	32	59	18*s*	16*s*	15	3	0	To be sold: delivery to be given after the Exhibition is over.
	Shirting	8	32	24	18*s*	18*s*	6	0	0	
	Saree	3	42	8	16*s*	16*s*	3	0	0	
	Drill	10	31	29	18*s*	18*s*	6	14	0	
	Check	7½	35	24	16*s*	16*s*	5	2	6	
	D Pattern	8	32	...	18*s*	10*s*	7	0	0	
	Drill Chudders	5	58	5	16*s*	16*s*	4	11	0	
	Bed Tick	10	32	24	10*s*	10*s*	9	6	0	
	Towels*	4 7 8½	29 35 36 38	50	18*s*	6*s* 8*s*	0	10	0	
							1	1	6	
							1	5	3	
	Napkins*	2½ 3¼	23 24	25	18*s*	6*s* 8*s*	0	6	3	
							0	6	3	
							0	8	0	
	One Bundle of No. 10*s* Mule 10 lbs.						4	1	0	
	" " " 16*s* " "						4	6	0	
	" " " 18*s* " "						4	11	0	
	" " " 20*s* " "						5	0	0	
	" " " 20*s* Throstle 10 lbs.						5	0	0	
	* For quarter doz. of each sort packed.									
BOMBAY COMMITTEE.	9 Bales Cotton and 1 Box Kuppas as follows :—									
	Good, Fully Good Fair, and Good Fair Oomrawutty.									
	Good or Fine Hingunghaut.									
	Do. Fully Good Fair, & Good Fair Dhollera.									
	Good or Fine Machine-ginned Broach.									
	Good Saw-ginned Dharwar.									
Messrs. MORTON & COMPANY, BOMBAY.	1 Box Tea.									

PEROZSHAW POTTERY WORKS. — 2 Cases Earthenware as follows :—

No.		Description.	Price. Rs.	a.	per
1	1	Centre piece	8	0	each.
2	2	Brackets	6	0	pair.
3	2	Do.	6	0	do.
4	1	Fancy glazed Jar	4	0	each.
5	1	Glazed Persian Koonja.	2	0	do.
6	1	Flower Pot (called Toba)	2	0	do.
7	1	Fancy Goglet	1	8	do.
8	1	Do. with handle	1	12	do.
9	1	Do.	1	8	do.
10	1	Do. flat bottom	1	12	do.
11	1	Do. two handles	2	0	do.
12	1	Flower Basin	1	4	do.
13	1	Do. do.	1	4	do.
14	1	Goglet (called Bhadia).	1	0	do.
15	1	Do.	1	12	do.
16	1	Goglet with handles	1	8	do.
17	2	Jugs	2	0	pair.
18	2	Goglets with plates	2	0	pair
19	2	Do. with Tube at the *bottom* (called Punchora)	2	0	do.
20	1	Do. black	1	0	each.
21	2	Lotas do.	2	0	pair
22	2	Koonjas, Bhalooka	1	8	do.
23	2	Hookas	1	0	do.
24	2	Milk Jugs	1	0	do.
25	2	Koonjas	1	0	do.
26	2	Cups with Plates	0	12	do.
27	1	Milk Jug	0	8	each
28	2	Lotas, pink colour	0	12	pair
29	2	Chillums	0	8	2prs.

Total...Rs. 59 4

To be sold : delivery to be given after the Exhibition is over.

BOMBAY COMMITTEE. — 6 Bags Myrabollams

SUPERINTENDENT, TANNA JAIL. — 1 Case containing Manufactures as follows :—

Card No.	Names of Articles.	No. or Quantity.	Value. Rs.	a.	p.	Remarks.
1	Persian Carpet	1- 7 by 4 ft.	20	0	0	each.
2	Do. do.	1- „	20	0	0	„
3	Kurrachee Fancy Carpet	1- „	10	0	0	„
4	The Indian Chuddar	1- „	10	0	0	„
5	Do. do.	1- „	8	0	0	„
6	Do. do.	1- „	7	0	0	„

Name of Exhibitor.	Card No.	Description of Articles.			Remarks.
			Rs. a. p.		
SUPERINTENDENT, TANNA JAIL.	7	The Spanish Carpet	1- by	6 0 0 each.	To be sold: delivery to be given after the Exhibition is over.
	8	The Volunteer Carpet	1- „	5 0 0 „	
	9	Fancy Window Hanging ...	1- 8 „ 4 ft.	7 0 0 „	
	10	Do. do.	1- „	7 0 0 „	
	11	Do. do.	1- „	7 0 0 „	
	12	Do. do.	1- „	7 0 0 „	
	13	The Indian Cumberbund ...	1- 8 „ 1 ft.	2 8 0 „	
	14	Table Cloth, Diaper	1-10 „ 8 „	10 8 0 „	
	15	Bathing Towel	1- 5 „ 4 „	1 8 0 „	
	16	Napkins, Diaper	1-21 „ 21 in.	0 4 8 „	
	17	Servant's Towel	1-30 „ 30 „	0 4 8 „	
	18	Rifle Green Shikar Cloth ...	3 yards.	2 5 6 12½ as. per yard.	
	19	Do. do.	„	2 5 6 12½ „ „	
	20	Do. do.	„	1 14 0 10 „ „	
	21	Do. do.	„	1 14 0 10 „ „	
	22	Tiger Shikar Cloth	„	1 14 0 10 „ „	
	23	Double Drill Shikar Cloth ...	„	1 14 0 10 „ „	
	24	Hamilton's Shikar Cloth... ...	„	1 14 0 10 „ „	
	25	Stripe Cloth for Blinds, Chicks, &c.	3 yds. 4 by 3 ft.	3 12 0 Rs. 1-4 „	
	26	Fancy Cloth for Furniture, Hangings, &c.	3 yards.	3 0 0 Re. 1 „	
	27	Khakee Dungree Cloth	„	1 11 0 9 as. „	
	28	Double Dungree, White (4 Soothi)...	„	1 8 0 8 „ „	
	29	Do. Drill Cloth	„	1 11 0 9 „ „	
	30	Tanna Check do.	„	1 8 0 8 „ „	
	31	Do. Stripe do.	„	1 8 0 8 „ „	
	32	Do. do.	„	1 8 0 8 „ „	
	33	Bed Ticking	„	1 5 0 7 „ „	
				160 9 4	

Mrs. Charles Grant. | 3 Boxes containing Sundry Articles as follows:—

No.	Articles.	From
1	Hindu God Kaseehesperuaradu	Hyderabad.
2	Do. Lingum	do.
3	Do. Hunumon (Monkey God)	do.
4	Do. Krishna (child)	do.
5	Do. do.	Benares.
6	Do. Krishna's wife, Jessodah	do.
7	Do. Budrenath	do.
8	Do. Budrenath's wife, Jumnabai	do.
9	Do. Davatha...	do.
10	Do. Davatha's wife, Davathee	do.
11	Do. Mudraveeradoo	Hyderabad.
12	Brass Lamps (temple)	do.
13	Do. do. do.	do.
14	Do. Vessel for Sandalwood Paste to mark forehead, Vishnu sect	do.
15	Do. Cups do. do. do. ...	do.
16	Do. do. do. do. do. ...	do.
17	Do. do. (for sacred water)	do.
18	Do. do. do.	do.
19	Copper Cup and Spoon for Tulsi water	do.
20	Brass Cups for containing coloured Powders for marking the forehead (Krishna sect)	do.
21	Brass Bell used in temple...	do.
22	Do.	Benares.
23	Large Brass Bell used in temple	do.
24	Small Brass Cups do.	do.
25	Do. do.	do.
26	Do. do.	do.
27	Do. do.	do.
28	Do. do.	do.
29	Metal Saucer inlaid Silver	Beder.

To be sold: delivery to be given after the Exhibition is over.

Name of Exhibitor.	Description of Articles.		Remarks.
	No.	ARTICLES.	From
MRS. CHARLES GRANT —(*Contd.*)	30	Metal Cup inlaid Silver	Beder.
	31	Do. Box do. for (Pan) Betel and Nut ...	do.
	32	Do. do. do. for Snuff	do.
	33	Metal Plate inlaid Silver	do.
	34	Do. Jar do.	do.
	35	Do. Sword, handle inlaid Silver	do.
	36	Amulet (Hindu)	Hyderabad.
	37	Do. do.	do.
	38	Brass Pen and Ink-holder (Kulumdan)	Bagdad.
	39	Metal Tumbler	Jaulnah.
	40	Metal Bowl	Jaulnah.
	41	Do. Vase	do.
	42	Do. Cup	do.
	43	Carved Cocoanut Hookah Bowl	Travancore.
	44	Metal Cup	Jaulnah.
	45	Shikar Knife by Boputt	Nagpur.
	46	Wooden Dolls	Madras.
	47	Do.	do.
	48	Do.	do.
	49	3 Persian Pens	Hyderabad.
	50	Picture, Kurreemuntha, and Luchmaswamy	do.
	51	Do. Vishnu, Seetha, and Ramaroo	do.
	52	Do. Budoorah and Bomeeamah	do.
	53	Do. Gunaseedoo	do.
	54	Do. Suraspudee	do.
	55	Do. Hunumon (Monkey God)	do.
	56	Wooden Goat's-head	do.
	57	Do. do.	do.
	58	Palmyra Leaf Basket	Madras.
			To be sold : delivery to be given after the Exhibition is over.

59	Porcupine Horn Basket	Vezagapatam.	To be sold : delivery to be given after the Exhibition is over.
60	Horn Pen Rack	do.	
61	Thibet Ram's Horn, mounted in Silver	Nagpore.	
62	Date Fan	Hyderabad.	
63	Do.	do.	
64	Burmese Drinking Cup	Burmah.	
65	Do. do.	do.	
66	Nest of four Boxes	Cutch.	
67	Set Plate and Dish Mats	Bengal.	
68	Clay Figure, Kitmutgar	Lucknow.	
69	Do. Baboo	do.	
70	Do. Dhoby	do.	
71	Do. Bheesty	do.	
72	Do. Postman	do.	
73	Wooden Figures, Collector's Cutcherry or Court ...	Condapillay.	
74	Set of Begum's Bangles	Hyderabad.	
75	2 Wooden Fine Teeth Combs	do.	
76	2 Do. do.	do.	
77	Ivory Tooth Picks	Delhi.	
78	4 Tiger-Claws	Hyderabad.	
79	Stoneware	do.	
80	Sealing Wax Bag	do.	
81	Sandalwood Paper Knife, inlaid Silver	Guzerat.	
82	Do. do.	do.	
83	Guzerat Box, Saudalwood...	do.	
84	Stamp Box	do.	
85	Glove Box	Japan.	
86	Cane Basket	China.	
87	Set of Wooden Jewels	Moonghyr.	
88	Rosary	Jaulnah.	
89	do	do.	
90	Fumigating Pastiles	Hyderabad.	
91	Do. do.	do.	
92	A. Painting on Ivory—Cauvery Bridge	Trichinopoly.	

Name of Exhibitor.	Description of Articles.		Remarks.
Mrs. Charles Grant. —(*Contd.*)	B. Painting on Ivory—Trichinopoly Rock	Trichinopoly.	To be sold : delivery to be given after the Exhibition is over.
	C. Do. do.	do.	
	D. Do. Temple	do.	
	E. Do. do.	do.	
	F. Do. Mosque	do.	
	G. Do. Temple	do.	
	93 Silver Jewellery, Brooch and pair of Earrings ...	Scinde.	
	94 Hookah Stem Cuscus (Andropogon muricata) ...	Hyderabad.	
	95 Tiger-Claw Liquor Label	do.	
	96 3 Pieces of Sandalwood	Bangalore.	
	97 Peacock Feather Fan	Bombay.	
	98 Pincushion	Japan.	
	99 Do.	do.	
	100 Silver Locket and Ribbon Clasp	Trichinopoly.	
	101 4 Silver Bangles	Hyderabad.	
	102 Pair of Gold Coin Earrings	do.	
	103 Horn Shawl Pin	Vizagapatam.	
	104 Cretonne worked Table-Cloth	Hyderabad.	
	105 Mahomedan Skull Cap	do.	
	106 Pair of Begum's Slippers	do.	
	107 Book of Birds on Mica	Trichinopoly.	
	108 Painting on Paper, native characters	do.	
	109 Piece Silk, worn by Burmese	Burmah.	
	110 Akola Carpet	Akola.	
	111 Kurnool do.	Kurnool.	
	112 3 Bottle-birds' Nests	Hyderabad.	
	113 Specimen of Paper Work	do.	
	114 Coins of H. H. the Nizam's Dominions	do.	
	115 Ancient Coins	do.	
	116 Postage Stamps, &c.	do.	

117	Bamboo Basket	do.	To be sold : delivery to be given after the Exhibition is over.	
118	Do.	do.		
119	Bunch of Peacock's Feathers	do.		
120	Bangles...	do.		
121	Paper Weight (Bloodstone)	do.		
122	Views of Secunderabad, &c.	do.		
123	Ivory Paintings for Bracelet	Trichinopoly.		
124	Do. Brooch	do.		
125	Painting on Mica	do.		
126	6 Bottles Attar of Roses	Persia.		
127	Do.	do.		
128	Do.	do.		
129	Do.	do.		
130	Pair Bison's Horns	Hyderabad.		
131	Do.	do.		
132	Silver Pen-holder	Moradabad.		
133	Gold Charm, Hyderabad Coin	Hyderabad.		
134	Set of Studs, &c. do.	do.		
135	Do. do.	do.		
136	Do. do.	do.		
137	Do. do.	do.		
138	Cuscus Door Tatty	do.		
139	Do. do.	do.		
140	Do. Window Tatty...	do.		
141	Do. do.	do.		
142	Mussulman Taboot (miniature)	do.		
143	Pith Fan	do.		
144	Peacock in Pith	do.		
145	Date-Leaf Basket	Trichinopoly.		

SUPERINTENDENT YERRODA CENTRAL JAIL.	1	Case containing Manufactures as follows :—	Rs.	a.
		Woollen Carpets, No. I. 5 in. by 3 in.	9	6
		„ „ II. 6 in. by 3½ in.	13	6

Name of Exhibitor.	Description of Articles.		Remarks.
		Rs. a.	
SUPERINTENDENT YERRODA CENTRAL JAIL.—(*Contd.*)	Woollen Carpets, No. III. 5 in. by 3 in. (Muslah).	9 6	To be sold: delivery to be given after the Exhibition is over.
	Work Baskets, Cane, No. I.	6 8	
	„ „ II.	4 8	
	„ „ III.	5 0	
	2 Menu Frames	2 0	
	1 pair Teak Folding Brackets	4 0	
	1 pair Idols	4 0	
	1 do. Vases	3 0	
	Purdas No. I.	5 0	
	„ „ II.	5 8	
	„ „ III.	5 8	
	Total...Rs.	77 2	
MORARJEE GOCULDASS SPINNING AND WEAVING COMPANY, LIMITED.	12 Packages containing Manufactures as follows :—		
	3726-27 2 Bales 17 lb. Domestic Cloth 28 in. by 72 yds... { 24 / 24 } Pieces		
	3728 1 Bale 20 lb. „ „ 32 in. by 72 „ ... 24 „		
	3729-30 2 Bales 21 lb. „ „ 26 in. by 72 „ ... 48 „		
	3731-32 2 Bales 15 lb. Shirting „ 68 in. by 30 „ ... 40 „		
	3733-34 2 Bales 19 lb. Sail „ 26 in. by 43 „ ... 40 „		
	3735 1 Bale containing the following :—		
	T Cloth 21 in. by 19¾ yds. Green & Pink End wg. 3lb. 2oz. 1 „		
	„ 24 in. by 22 „ Green End „ 3lb. 4oz. 1 „		
	„ 24 in. by 21 „ Pink End „ 3lb. 8oz. 1 „		
	„ 28 in. by 22 „ Blue End „ 3lb. 10oz. 1 „		
	„ 24 in. by 21½ „ Pink End „ 3lb. 14oz. 1 „		
	„ 25 in. by 21¼ „ Blue End „ 4lb. 8oz. 1 „		
	„ 30 in. by 21¼ „ Red End „ 4lb. 8oz. 1 „		

„	26 in. by 22	„	Green & Pink End	„	4lb. 12oz.	1	„
„	30 in. by 21¾	„	Pink End	„	5lb. 2oz.	1	„
„	28 in. by 21½	„	Pink End	„	5lb. 4oz.	1	„
„	31 in. by 22¼	„	Pink End	„	6lb. 4oz.	1	„
„	40 in. by 21½	„	Pink End	„	7lb. 4oz.	1	„
„	45 in. by 21¾	„	Nuckee End	„	7lb. 8oz.	1	„
Long Cloth	31 in. by 32½	„	Nuckee End	„	6lb. 8oz.	1	„
„	31 in. by 31¾	„	Plain End	„	6lb. 10oz.	1	„
„	36 in. by 33	„	Plain End	„	7lb. 10oz.	1	„
„	45 in. by 32½	„	Plain End	„	7lb. 4oz.	1	„
„	45 in. by 33½	„	Green & Pink End	„	8lb. 8oz.	1	„
„	40 in. by 32½	„	Plain End	„	7lb. 12oz.	1	„
„	40 in. by 32¾	„	Nuckee End	„	8lb. 14oz.	1	„
„	40 in. by 31½	„	Green & Pink End	„	9lb. 6oz.	1	„
„	40 in. by 32	„	Green & Pink End	„	9lb. 8oz.	1	„
„	45 in. by 32¾	„	Nuckee End	„	9lb. 8oz.	1	„
„	45 in. by 32¾	„	Plain End	„	9lb. 8oz.	1	„
„	45 in. by 33¼	„	Green & Pink End	„	10lb. 8oz.	1	„
„	50 in. by 33	„	Green & Pink End	„	12lb. 4oz.	1	„
„	52 in. by 32½	„	Green & Pink End	„	13lb. 8oz.	1	„
„	50 in. by 32	„	Green & Pink End	„	14lb. 12oz.	1	„
„	58 in. by 31	„	Green & Pink End	„	16lb. 8oz.	1	„
Domest. Cth.	28 in. by 65½	„	„	„	12lb. 12oz.	1	„
„	32 in. by 63	„		„	15lb. 8oz.	1	„
„	40 in. by 68½	„		„	23lb. 12oz.	1	„
„	45 in. by 66	„		„	25lb. 4oz.	1	„
„	50 in. by 66¾	„		„	29lb.	1	„
Drill Cloth			28 in. by 39¾ yds.	„	11lb. 2oz.	1	„
Striped Cloth			32 in. by 19¼ „	„	7lb. 4oz.	1	„
Dungry Cloth			33 in. by 14½ „	„	3lb.	1	„
White Bord'd Sheets			72 in. by 6 „	„	3lb. 3oz.	1	Pair.
Fancy	„		60 in. by 5¾ „	„	3lb.	1	„
White	„		55 in. by 5¾ „	„	2lb. 12oz.	1	„
„	„		54 in. by 5¼ „	„	2lb. 8oz.	1	„

To be sold: delivery to be given after the Exhibition is over.

Name of Exhibitor.	Description of Articles.						Remarks.
MORARJEE GOCULDASS SPINNING AND WEAVING COMPANY, LIMITED.—(*Contd.*)	White Bord'd Sheets	49 in. by 5 yds.	wg.	2lb. 4oz.	1	Pair.	To be sold: delivery to be given after the Exhibition is over.
	„ „	50 in. by 4½ „	„	1lb. 13oz.	1	„	
	Red Moogta Dhoties	45 in. by 8½ „	„	2lb. 12oz.	1	„	
	„	40 in. by 8 „	„	2lb. 4oz.	1	„	
	„	25 in. by 4½ „	„	12oz.	1	„	
	Red Nuckee Dhoties	50 in. by 10 „	„	3lb. 12oz.	1	„	
	„	45 in. by 9 „	„	2lb. 12oz.	1	„	
	„	40 in. by 8¼ „	„	2lb. 4oz.	1	„	
	„	35 in. by 7½ „	„	1lb. 8oz.	1	„	
	Blue Bordered Dhoties	50 in. by 9¾ „	„	3lb. 4oz.	1	„	
	„	35 in. by 7 „	„	1lb. 12oz.	1	„	
	White Bord'd Dhoties	50 in. by 10 „	„	3lb. 10oz.	1	„	
	„	45 in. by 9 „	„	2lb. 12oz.	1	„	
	„	40 in. by 8 „	„	2lb. 4oz.	1	„	
	„	45 in. by 9 „	„	2lb. 4oz.	1	„	
	„	40 in. by 8¾ „	„	2lb.	1	„	
	„	50 in. by 10¼ „	„	2lb. 12oz.	1	„	
	White Bord'd Oopernas	50 in. by 6 „	„	1lb. 14oz.	1	„	
	Shirtings Cloth	50 in. by 28¾ „	„	10lb. 8oz.	1	Piece.	
	„	58 in. by 30 „	„	13lb. 12oz.	1	„	
	Bath Towel		„	11oz.	1	„	
	Red Bordered Napkin		„	2oz.	1	„	
	Diamond Napkin		„	2oz.	1	„	
	Fancy Napkin		„	2oz.	1	„	
				Total...	265	Pieces & Pairs.	
	1 Bale containing the following:—						
	Brown Pants ...	... No. 140 ...	1½	dozen	value Rs. 9	0 0	per dozen.
	„ „ ...	... „ 141 ...	1½	„	„ 9	8 0	„

„ „ ...	...	„	9	...	1½	„	„	8	0	0	„
White „ ...	...	„	137	...	1½	„	„	10	0	0	„
„ Rib Pants	...	„	139	...	1½	„	„	9	0	0	„
Merino Pants	...	„	27	...	1½	„	„	9	0	0	„
„ Fine Rib Pants...		„	132	...	1½	„	„	9	8	0	„
„ Broad Rib Pants.		„	28	...	1½	„	„	9	8	0	„
Honeycomb Pants, White		„	24	...	1½	„	„	9	8	0	„
Rib Pants ...	...	„	131	...	1	„	„	9	8	0	„
White Caps ...	...	„	605	...	1½	„	„	1	12	0	„
„ ...	...	„	600	...	1½	„	„	1	4	0	„
„ ...	...	„	110	...	1½	„	„	1	14	0	„
„ ...	...	„	200	...	1½	„	„	2	0	0	„
Rib Caps, White	...	„	604	...	1½	„	„	2	0	0	„
„ „	...	„	400	...	1½	„	„	2	0	0	„
White Honeycomb Caps.		„	215	...	1½	„	„	2	4	0	„
„ Rib Caps	...	„	214	...	1½	„	„	2	4	0	„
Honeycomb Caps	...	„	215½	...	1	„	„	2	4	0	„
White Plain Shirts	...	„	41	...	1¼	„	„	8	8	0	„
„ Fine Rib Shirts ...		„	21	...	1½	„	„	8	8	0	„
„ Rib Shirts	...	„	1	...	1½	„	„	8	8	0	„
„ Honeycomb Shirts		„		...	1½	„	„	9	0	0	„
„ Rib Shirts	...	„	701	...	½	„	„	8	8	0	„
„ „	...	„	700	...	½	„	„	9	0	0	„
Merino Plain Shirts	...	„	14	...	½	„	„	8	8	0	„
„ Rib Shirts	...	„	17	...	½	„	„	9	0	0	„
White Rib Jacket	...	„	23	...	½	„	„	9	8	0	„
„ „ „	...	„	702	...	¼	„	„	16	0	0	„
„ „ „	...	„	703	...	½	„	„	9	0	0	„
White Hose ...	...	„	74½	...	1½	„	„	2	0	0	„
„ „ ...	...	„	201	...	1½	„	„	1	6	0	„
„ „ ...	...	„	202	...	1½	„	„	1	8	0	„
„ „ ...	...	„	203	...	1½	„	„	1	10	0	„
Brown Half Hose	...	„	30	...	1½	„	„	2	8	0	„
„ „ „ ...	...	„	39	...	1½	„	„	3	0	0	„

To be sold: delivery to be given after the Exhibition is over.

Name of Exhibitor.	Description of Articles.	Remarks.
MORARJEE GOCULDASS SPINNING AND WEAVING COMPANY, LIMITED.—(*Contd.*)	Merino Rib Hose ... No. 84 ... $1\frac{1}{2}$ doz. value Rs. 3 0 0 per dozen. " " " ... " 89 ... $1\frac{1}{2}$ " " 5 0 0 " Total..... 35 dozen.	
	1 Bale containing the following :— 1 Bundle of Yarn No. 10s Grand Rill Tie wg. 10 lb. 1 Do. do. " 20s do. " 10 " 1 Do. do. " 16s do. " 10 " 1 Do. do. " 20s Black Tie " 10 "	
BOMBAY COMMITTEE.	2 Bags containing Seeds, and 1 box containing Seeds, Nuts, and Opium, as follows :—	To be sold: delivery to be given after the Exhibition is over.
	No. 1. 1 Bag containing 2 Packets, of 56 lbs. each, Red and Mixed Linseed, *Linum usitatisimum*, grown in Khandeish, Sholapore Districts, and in the Central Provinces ; exported in large quantities to Europe for making Oil and Cake.	
	No. 2. 1 Bag containing— 1*st*, 1 Packet 56 lbs. Gujerat Rapeseed, grown in the north of Gujerat, and exported to Europe for making Oil. *Brassica Napus.* 2*nd*, 1 Packet 56 lbs. Castor Seed, *Ricinus communis*, grown throughout the Presidency, but principally in Gujerat ; exported to Italy and France for making Oil.	
	No. 3. 1 Box containing— 1*st*, 1 Packet 56 lbs. Gingelly Seed, *Sesamum indicum*, grown in Khandeish, and exported to Genoa and Marseilles in large quantities. The finer qualities are used for making eating Oils, and the Oil of the lower, like the sample, is used in Soap Manufactures.	

	2nd, 1 Bag Ground Nuts, *Arachis hypogœa*, grown in the Deccan, particularly in the northern districts, and are exported to Europe for their Oil. 3rd, 1 Tin containing half a Ball of Opium, grown in Malwa, and exported to China as a drug.		To be sold: delivery to be given after the Exhibition is over.
	2 Boxes Sundry Toys as follows :—		
	50 Poona Figures		
	16 Wooden Toys		
	14 Ivory do.		
	2 Photo Frames		
	2 Horn Cobras		
	1 Watchstand	515 0 0	
	2 Ivory Paper-Cutters		
	1 Set of Coloured Chessmen		
	2 Card Cases		
	81 Surat Wooden Toys and Poona Figures		
	1 Chessboard with a set of Chessmen		
	2 Boxes, Packing, &c., &c.	4 14 0	
	Total...Rs.	519 14 0	
Mr. Shapoorjee Framjee Wyeed.	1 Box containing Indian Condiments as follows :—		
	Curry Powder. Madras Curry Powder. Mango Pickle. Kurrachee Sauce. Tapp Sauce. Essence of Chilly. Nepaul Chilly. Cayenne Pepper. Oyster Pickle. Tamarind Fish in bottle. Bala Chow. Tomata Sauce.	Tamarind Sausages. Lobster Cutlets with Tamarind. Mango Chutney. Madras Chutney. Bengal Chutney. Delhi Chutney. Cashmir Chutney. Lucknow Chutney. Sliced Chutney. Ginger Pickle. Onion Pickle.	Mango Jelly. Guava Jelly. Pine Apple in Syrup. Mango Jam. Mango Preserve. Fresh Mango. Lemon Syrup. Pomegranate Syrup. Indian Blackberry Syrup. Tonic Syrup. Fever Syrup.	

Name of Exhibitor.	Description of Articles.	Remarks.

Messrs. Watson and Company, Bombay.

Specimens of Silver Ware, 2 Cases, and 1 Case containing Blackwood Table, as follows :—

		£	s.
	Cutch Silver Tea Set, N. :—		
9925	1 Cutch Silver Tea Pot ...	13	0
9926	1 Cutch Silver Sugar Pot.	10	10
9927	1 Cutch Silver Cream do.	6	10
	Cutch Silver Tea Set, L. :—		
9912	1 Cutch Silver Tea Pot ...	13	0
9913	1 Cutch Silver Sugar Pot.	10	10
9914	1 Cutch Silver Cream do.	6	10
9887	1 Cutch Silver Lytton Jug	17	0
9758	1 Cutch Silver Snake do.	30	0
9885	1 Cutch Silver Salver ...	75	0
	1 Small Blackwood Carved Tea Table	5	0
	Total...	£ 187	0

G. W. Terry, Esq., Bombay School of Arts.

6 Packages specimens of Pottery as follows :—

Number.	Names of Articles.	Number sent.	Style.	Source of Original.	Price.	Remarks.
					Rs	
1	Flower Vase ...	141	Japanese ...	Japan ...	3½	Yellow.
2	" ...	141	" ...	" ...	3½	Green.
3	Serai " ...	152	Bombay ...	Bombay ...	2½	"
4	" ...	6	Benares ...	Benares ...	3	"
5	Flower Vase ...	98	Oriental ...	Shape sent by G. Holmes of Bradford ...	3½	"
6	" ...	74	Egyptian ...	Mahomed ...	3	"
7	Serai " ...	71	Bombay ...	Bombay ...	2½	"
8	Flower Pot ...	9	" ...	Sent by Messrs. Howell & James.	2	"
9	Spittoon ...	116	Pattan ...	Pattan ...	3½	Clear glaze w.

To be sold: delivery to be given after the Exhibition is over.

10	Goolabdani ...	47	Bejapoor	...	Bejapoor	...	1½	"
11	" ...	47	"	...	"	...	1½	Yellow.
12	" ...	47	"	...	"	...	1½	"
13	Lota ...	88	Ahmedabad	...	Ahmedabad	...	1	Green
14	" ...	26	"	...	"	...	1	"
15	Flower Vase ...	63	Egyptian	...	Egyptian	...	2½	"
16	" ...	155	Science and Art Dept.	...	Science and Art Dept.	...	3	"
17	" ...	70	Egyptian	...	Egyptian	...	3	Light Green.
18	Serai ...	119	Bombay	...	Bombay	...	3	Clear glaze w.
19	" ...	22	Cashmere	...	Cashmere	...	3½	" y.
20	Tobacco Jar ...	15	Japanese	...	Japan	...	3	Yellow.
21	Flower Vase ...	21	Bombay	...	Sent by Messrs. Howell&James.		3	"
22	Tobacco Jar ...	15	...		...		3½	Clear glaze.
23	Lota ...	26	Ahmedabad	...	Ahmedabad	...	1	Yellow.
24	Suspending Bottle ...	140	"	...	"	...	3	"
25	" ...	140	"	...	"	...	3	"
26	" ...	140	"	...	"	...	3	Clear glaze.
27	" ...	140	"	...	"	...	3	"
28	" ...	140	"	...	"	...	3	"
29	" ...	140	"	...	"	...	3	Green.
30	" ...	139	"	...	"	...	2	"
31	Rubbie ...	142	Sind	...	Sind	...	3	Unglazed, with figures.
32	Flower Vase ...	21	Bombay	...	Sent by Messrs. Howell&James.		3	Blue and White.
33	" ...	21	"	...	"	...	3	"
34	" ...	21	"	...	"	...	3	"
35	" ...	21	"	...	"	...	3	Dark Blue.
36	" ...	21	"	...	"	...	3	"
37	Serai ...	6	Benares	...	Benares	...	3	"

To be sold : delivery to be given after the Exhibition is over.

Name of Exhibitor.	Description of Articles.							Remarks.
	Number.	Names of Articles.	Number sent.	Style.	Source of Original.	Price.	Remarks.	
G. W. TERRY, ESQ., BOMBAY SCHOOL OF ARTS.—(*Contd.*)	38	Rubhie ...	142	Sind ...	Sind ...	3½	Dark Blue.	To be sold: delivery to be given after the Exhibition is over.
	39	Flower Vase ...	141	Japanese ...	Japanese ...	3½	"	
	40	" ...	141	" ...	" ...	3½	Blue & White & plain colour.	
	41	Rubhie ...	142	Sind ...	Sind ...	3½	Blue and White.	
	42	" ...	142	" ...	" ...	3½	"	
	43	Large Curry ...	53	" ...	Shape given by Khermahomed Sindy ...	3½	"	
	44	" ...	53	" ...	" ...	3½	"	
	45	Hookha Bowl...	14	Indian ...	Ahmedabad ...	3½	"	
	46	Serai ...	151	Bombay ...	Bombay ...	3	"	
	47	" ...	151	" ...	" ...	3	"	
	48	" ...	6	Benares ...	Benares ...	3	"	
	49	Hookha Bowl...	14	Indian ...	Ahmedabad ...	3	"	
	50	Flower Pot ...	125	Bombay ...	Bombay ...	3	"	
	51	Flower Vase ...	36	Muscat ...	Muscat ...	2½	"	
	52	" ...	36	" ...	" ...	2½	"	
	53	" ...	36	" ...	" ...	2½	Dark Blue.	
	54	Serai ...	102	Mahomedan ...	Egyptian ...	2½	Blue and White.	
	55	Flower Vase ...	11	Sind and Japan...	Sind ...	1½	"	
	56	" ...	11	" ...	" ...	1¼	"	
	57	" ...	11	" ...	" ...	1¼	"	
	58	Goolabdani ...	148	Bejapoor ...	Bejapoor ...	1½	"	
	59	" ...	148	" ...	" ...	1½	"	

60	Flower Pot ...	9	Bombay ...	Sent by Messrs. Howell & James		$1\frac{1}{2}$	"	
61	Serai ...	151	...	...		3	Yellow.	
62	" ...	7	North-West ...	J. M. Maclean	...	$3\frac{1}{2}$	"	
63	" ...	6	Benares ...	Benares	...	3	"	
64	" ...	152	Bombay ...	Bombay	...	$2\frac{1}{2}$	"	
65	Flower Vase ...	156	Bussora ...	Bussora	...	3	"	
66	" ...	74	Mahomedan ...	Egyptian	...	3	"	
67	" ...	74	" ...	"	...	3	"	
68	" ...	74	" ...	"	...	3	Brown,	
69	Rubbie ...	142	Sind ...	Sind	...	$3\frac{1}{2}$	Clear glaze,	
70	" ...	142	" ...	"	...	$3\frac{1}{2}$	"	

MR. HORMUSJEE SORABJEE POONAGHUR, BOMBAY.

1 Box containing Coins as follows :—

To be sold : delivery to be given after the Exhibition is over.

No.	Coins	Obverse.	Reverse.	Remarks.
		SILVER COINS.		
1	5	Sultan Ferozshaw ...	Khalifeh Almumueen.	Round in size and written in the Arabic character.
2	1	Mahomed ...	Sultan Abandel ...	Square in size and written in the Arabic character.
		COPPER COINS.		
3	1	Nauanuger Tren Dokra ...	Vitrajee Maharaj ...	Rather new, Devanagri, date Sumvat 1928, Symbol.
4	3	Symbol & Ratna ...	Date 1928 ...	Symbol, very coarse and thick.
5	1	Sun, Shri Shuk ...	Holkar ...	Modern coin, nice execution.

Name of Exhibitor.	No.	Coins	Description of Articles. Obverse.	Reverse.	Remarks,	Remarks,
MR. HORMUSJEE SORABJEE POONAGHUR, BOMBAY.—(*Contd.*)	6	4	Yek Pai Sikka ...	Jalus ...		
	7	1	Bahadoorshaw Bhadsha Ghazi ...	Bhoj Ramshri ...	Written in both the Arabic and Devanagri characters.	
	8	1	Va & a Bull ...	Number 127 ...	Very coarse.	
	9	2	Sultan Mutlak (Arabic) Shri Jam (Devanagri)...	Ornamental profession of faith ...		
	10	1	Bhoj & date 1767 ...	त्रापीटात्र स्वतूज		
	11	8	Mahamed ...	Sultan ...	Square, probably King of Goozerat.	To be sold: delivery to be given after the Exhibition is over.
	12	5	Nasershaw & Mahamed...	...	Square.	
	13	12	Nasershaw & Mahamed Profession. ...	...	Square.	
	14	7	Mostly Shaw ...	Pai or Felus ...	6 round and 1 irregular.	
	15	1	Figure of Sagittarius ...	Togra Mahamed ...	Round A, Zodiac coins.	
	16	1	Figure of Elephant, Cruciform ...	Patan, 8221 ...	Round and of superior workmanship.	
	17	1	Cruciform Symbol ...	Various other symbols.	Round, of various sizes, and one rather thick.	
	18	1	Various symbols ...	...		
	19	1	Shaw Alum Badshaw Jalus (reign) 37 ...	Yek Pai Sikka ...	Round and beautifully executed.	

20	1	Cruciform symbol & the word Javir. ...	Gunpatty looking to the right ...	Curious though coarse.	To be sold : delivery to be given after the Exhibition is over.
21	1	Turkish Togra, 1278 ...	Durab fi Ostantish ...	Struck modern at Constantinople.	
22	2	Cruciform symbol ...	Pao Anah ...	One bears date 1264, another thick.	
23	2	Fragments of both Arabic & Devanagri letters.	...	¼ or ½ anna piece.	
24	1	Symbol, and 1736 ...	Coat of Arms of Holland		
25	1	अदा date 2829 ...	Mahamed Azum 2829..	Very nicely executed.	
26	1	Figure of Elephant to right	Lines ...	Extremely small, round, curious.	
27	8	Shah and fragments of other letters ...	...	All square, thick, and coarse.	
28	6	Durab Bhopal (struck at Bhopal) ...	Pao Aneh ...	One has very distinctly 1286 ; current coin of Bhopal.	
29	1	Shah Ghazi ...	Ragij inscribed in a circle with heads ...		
30	1	Figure of Monkey God (Hanuman) to the right long-tailed ...	Indistinct symbol ...	Round, ancient, scarce.	
31	1	Man with uplifted arms ...	Indistinct symbol and letters ...	Square, ancient, scarce	
32	1	Indian Bull or Nandi to the left, before Monger or Altar ...	Indistinct symbol ...	Irregular, ancient, scarce.	
33	1	Shri Gamlajee, date 1869, Victoryah ...	Moorzimeah ...	Very nice workmanship.	
34	1	Apparently Hanuman ...	Jowallad ...	Roundish size, curious, scarce.	

Name of Exhibitor.	Description of Articles.					Remarks.
	No.	Coin.	Obverse.	Reverse.	Remarks.	
MR. HORMUSJEE SORABJEE POONAGHUR, BOMBAY.—(*Contd.*)	35	1	૨૫ ૧૬ Native year 19 ...	Symbol ...	Curious coin.	To be sold: delivery to be given after the Exhibition is over.
	36	1	Almelic eladel ...	Nasee ...	Kufie (a Bagdad coin.)	
	37	10	Fragments of various legends ...	...	Indian Half-Annas.	
	38	26	Fragments of various legends ...	...	Indian Half-Annas, mostly coarse and thick.	
	39	32	Fragments of various legends ...	...	Various shapes and sizes.	
	40	24	All these are of much better workmanship. and some of them have very nice legends in Devanagri or Arabic characters, but mostly in the latter.			

MR. PESTONJEE MERWANJEE.

1 Box containing Sandalwood and other Toys as follows :—.

Nos.			Rs.	a.	p.
1	2	Sandalwood Workboxes, value	60	0	0
2	3	Do. Inkstands...	75	0	0
3	1	Do. Envelope Case.	28	0	0
4	2	Ebony Inlaid do. ...	56	0	0
5	1	Sandalwood Inlaid Blotting Book	25	0	0
6	2	Inlaid Blotting Books ...	40	0	0
7	2	Sandalwood Inlaid Album Book ...	40	0	0
8	2	Sandalwood Inlaid Album Books ...	70	0	0
9	3	Ebony Inlaid Tea Caddies	90	0	0
10	2	Inlaid Tea Caddies ...	50	0	0
11	1	Sandalwood Inlaid Bookstand	20	0	0
12	1	Sandalwood Inlaid Jewel Box	20	0	0
13	1	Carved Sandalwood Box	15	0	0

14	3	Carved Inlaid Glove Boxes ...	...	60	0	0
15	2	Do.	do. ...	40	0	0
16	2	Inlaid	do. ...	34	0	0
17	2	Do.	do. ...	32	0	0
18	1	Inlaid Glove Box ...		12	0	0
19	3	Sandalwood Inlaid Money Boxes ...		24	0	0
		Total...Rs.		791	0	0

MR. JAMSETJEE SHAPOORJEE.

1 Box containing Sandalwood and other Toys as follows :—

Nos.		Rs.	a.	p.
1	1 Ebony Inlaid Work-box, value ...	75	0	0
2	2 Sandalwood Inlaid do.	90	0	0
3	1 Ebony Inlaid do.	50	0	0
4	2 Ebony Carved do.	60	0	0
5	2 Do. do.	50	0	0
6	1 Ebony Carved Writing Desk ...	40	0	0
7	2 Sandalwood Inlaid do.	30	0	0
8	1 Do. Cabinet	60	0	0
9	1 Cellery Game Board...	40	0	0
10	1 Sandalwood Inlaid Album Book ...	12	0	0
11	1 Sandalwood Carved do.	12	0	0
12	1 Inlaid do.	14	0	0
13	1 Do. do.	18	0	0
14	2 Sandalwood & Ebony Inkstands ...	20	0	0
15	1 Sandalwood Carved Box	25	0	0
16	1 Sandalwood Inlaid Blotting Book ...	10	0	0
17	2 Sandalwood Carved Envelope Cases ...	36	0	0
18	1 Ebony Carved Glove Box	13	0	0
19	1 Sandalwood Carved Box	16	0	0
20	1 Sandalwood Inlaid Box	12	0	0
21	1 Do. do. ...	15	0	0
22	3 Sandalwood Inlaid Glove Boxes ...	27	0	0
23	6 Sandalwood Inlaid Glove Boxes ...	42	0	0
24	5 Do. do. ...	30	0	0
25	4 Inlaid do. ...	40	0	0
26	5 Do. do. ...	40	0	0
27	3 Sandalwood Inlaid Jewel Boxes ...	30	0	0
28	4 Do. Handkerchief Boxes	24	0	0
29	1 Sandalwood Inlaid Envelope Case ...	40	0	0
30	12 Inlaid Money Boxes...	54	0	0
31	8 Sandalwood Inlaid Money Boxes ...	32	0	0
32	6 Inlaid Card Boxes ...	21	0	0

To be sold : delivery to be given after the Exhibition is over.

Name of Exhibitor.	Description of Articles.	Remarks.
MR. JAMSETJEE SHAPOORJEE—(*Contd.*)	Nos. Rs. a. p. 33 12 Sandalwood Inlaid Card Boxes ... .36 0 0 37 24 Inlaid Card Cases, Rs. 2-4 each ... 54 0 0 38 84 Assorted small Boxes, 10 as. each ... 52 12 0 39 2 Sandalwood Inlaid Glove Boxes ... 20 0 0 40 2 Inlaid Glove Boxes ... 24 0 0 15 Sandalwood Paper Cutters.. 9 6 0 2 Do. Carved do. 2 0 0 1 Ebony Carved do. ... 2 0 0 Total...Rs. 1,278 2 0	
BOMBAY COMMITTEE.	1 Case containing Surat handmade Goods as follows :—	
	TURBANS.	To be sold : delivery to be given after the Exhibition is over.
	Nos. Rs. a. p. 1 Red Gold Thread worked Turban called *Mundil*, usually put on by youngsters till the age of 15 among the Hindoos, and 45 among the Mahomedans ... ... 9 0 0 2 Crimson Silk Turban, put on by adults, both ends worked with gold thread ... ... 11 0 0 3 Black Turban, ends in gold thread ... ... 6 8 0 Rs...26 8 0	
	PIECES OF CLOTH FOR PREPARING BODICES, CAPS, SMALL COATS FOR CHILDREN, &C.	
	4 Green Silk striped with gold thread work, used for bodices for women, young and adult, value ... ... 3 0 0 5 White Silk worked with gold round coins, used for caps and coats for children and bodices for women 3 0 0	

6	A Border for the arm sleeve of a bodice, embrodered in gold thread on velvet, interwoven with pearls, occasionally real, used by females, adult as well as young	7	0	0	To be sold: delivery to be given after the Exhibition is over.
7	A Border for bodice sleeve, worked with gold and silver thread, for similar use as the above...	2	8	0	
8	A Border for bodice sleeve in silver thread	2	0	0	
9	A Piece of Brocade worked with silver thread, used for bodices, and small coats and caps for youngsters	4	12	3	
10	Do. do. with gold thread for youngsters ...	8	15	6	
11	Blue Silk worked into figures of small birds, &c.	1	12	0	
12	Red Silk do. do.	2	4	0	
13	Black Benares Brocades worked with gold thread into various figures, and used for bodices, small coats, caps, &c., for children, male as well as female	15	0	0	
14	Red Brocade for similar use as the above, worked in gold thread...	9	0	0	
51	Blue Brocade similar to the above	8	0	0	
16 to 23	Different Laces of gold and silver thread, used by young and adult females for bordering their sarees, bodices, and caps, and coats for young children. The whole worth ...	3	7	9	
24	Black Silk for bodices, coats, and caps, used by old ladies also ...	1	2	0	
25	Yellow Silk, used similarly as above...	1	2	0	
26	Orange coloured Silk, used by young and adult ladies only for the above purposes	1	2	0	
27	Red Silk, for the above uses	1	8	0	
28 to 51 and 100	Different sorts of Laces—gold and silver thread—used by females, young and adult, for bordering their sarees, bodices, and caps, and small coats for children. The whole worth	39	11	6	
52	Yellow Brocade worked with silver and gold thread into various figures for bodices, caps, and coats of young females and boys	12	13	6	
53	White and Red Brocade	6	0	0	
54	Black Brocade for similar use	7	0	0	

Name of Exhibitor.	Nos.	Description of Articles.	Rs.	a.	p.	Remarks.
BOMBAY COMMITTEE.—(*Contd.*)	55	White lined Silk called *Allacha*—cotton and silk manufacture—used for bodices, caps, coats of males and females, adults as well as young, for petticoats and bedding	2	4	0	To be sold: delivery to be given after the Exhibition is over.
	56	Red do. do. do. ...	2	8	0	
	57	Yellow do. do. do. ...	2	4	0	
	58	Dark Yellow do. do. do. ...	2	4	0	
	59	*Allacha*, mixed-coloured	2	4	0	
	60	Crimson-coloured Silk, white lines	2	8	0	
	61	*Allacha*, green striped white	2	0	0	
	62	Do. Yellow striped with black lines	3	0	0	
	63	Do. Red, striped green and white lines	2	4	0	
	64	3 Pieces of Striped Silk in yellow, white, and red colours ...	3	0	0	
	65	2 Pieces of do. do.	1	8	0	
	66	Red Slippers	1	4	0	
	67	Paper of hand manufacture doubled over with gold leaves ...	1	0	0	
	68	Do. do.	0	12	0	
	69	Carpet	5	0	0	
	70	A Piece of Variegated Stripes used generally for sheets and covering for bedding per 1 yard	1	0	0	
	71	A white striped piece, 3 yds.	1	0	0	
	72	Piece Green Double Cloth 2½ yds.	1	0	0	
	73	A Black Saree called *Chundrakala*, cotton body and silk borders, interwoven with gold thread into various figures, for adult ladies	6	8	9	
	74	Do. do. do. ...	3	14	0	
	75	Crimson Silk piece, striped with gold thread, worked borders attached, used for bodices	3	0	0	
	76	Green Silk piece do. do. do. ...	2	4	0	
	77	Deep Crimson Silk do. do. do. ...	3	12	0	

78 to 87	Pieces of Cotton Cloth, white, black, and red striped, used generally for coverings on beds, price of each piece up to No. 85 annas 8, of No. 86 annas 7-3, and of No. 87 annas 5-6 ; worth in all	4	12	9	To be sold : delivery to be given after the Exhibition is over.
88	A Brass carved *Hookah* without Pipe, for smoking	5	12	0	
89	A Hookah with Pipe	2	4	0	
90	A Hookah with Pipe and Chillum	10	0	0	
91	A Green Pipe for Hookah	0	12	0	
92	A Pipe for a Hookah	0	12	0	
93	Crimson-coloured Silk with gold thread work border attached, used for bodices	4	0	0	
94	A Blue Silk piece do. do. ...	4	0	0	
95	A Blue Silk piece with squares do. ...	2	12	0	
96	A Red Silk piece with black squares do. ...	1	0	0	
97	A Saree—body cotton, and borders silk, used by adult females, value	3	10	0	
98	Silk-bordered Degogee for males	2	14	0	
99	Coloured-bordered Cotton Degogee	1	12	0	
100	See No. 28.				
101	A Small Black Silk Coat for children, embroidered with silk needlework, in border as well as in the body	4	12	0	
102	A pair of Trousers to match the above Coat, in silk embroidery	3	8	0	
103	A Bed Covering printed with various coloured figures ...	2	2	0	
104	White do. do.	1	2	0	
105	A Black *Saloo* for women to put on when in mourning, used by adults and by old ladies generally	1	4	0	
106	A Black *Saree* with spotted borders, much for the above use ...	1	10	0	
107	Gold and Silver *Chanlas, i.e.*, leaves glazed bright in order to be placed on the forehead ; young girls and married women only use them. The not putting them on is the sign of widowhood	2	0	0	
	Total value Rs.	284	7	3	

Name of Exhibitor.	Description of Articles.	Rs.	a.	p.	Remarks.
BOMBAY COMMITTEE.—(*Contd.*)	Articles made at different places in India as follows :—				
	1 A Silk-bordered Dhotee made at Ahmedabad. Hindoos wear this ; it covers the body from waist to feet, value ...	6	8	0	
	2 A Black Saree called *Chundacala*, with gold borders and ends, made at Ahmedabad. Hindoo ladies wear this to cover the whole body	28	0	0	
	3 A Red Saree called *Gunchoda*, with gold borders and ends, made at Joonaghur. The whole work of the patttern is hand-made. It is worn by Hindoo ladies	115	0	0	
	4 Blue-coloured Saree with silver ends and borders, worn by Mahomedan ladies to cover the body over the waist	23	0	0	
	5 A Silk Handkerchief with gold lace borders, made at Jamnuggur. All hand work	12	0	0	
	6 Brocade worked in silver thread on yellow silk cloth ; used generally in making rich clothes, such as coats, petticoats, &c.	4	0	0	To be sold : delivery to be given after the Exhibition is over.
	7 Do. on blue silk do. do. ...	2	8	0	
	8 Do. on red silk do. do. ...	48	0	0	
	9 A Boat-like Blue Cap with gold embroidery	1	8	0	
	10 A White Cap with gold embroidery	3	4	0	
	11 A Boat-like Purple Cap with gold borders having round gold flowers worked into it	2	10	0	
	12 A white Cap with gold dots worked into it	0	6	0	
	13 A plain White Cap.	0	1	3	
	14 A Yellow Cap with Cutch needlework	2	0	0	
	15 A White Cap with flowers worked into it	0	4	6	
	16 A Red Petticoat and Red Cap. These are the exchange presents at the time of the birth of a son	1	10	0	
	Total value...Rs.	250	11	3	

Ahmedabad Handmade Goods as follows :—

1	A Pair of Silk-bordered Dhotees, cotton body, value	8	0	0
2	A Silk Saree, worn by Hindoo ladies to cover the whole body ...	8	12	0
3	A Piece of Yellow Silken Stripe Cloth called *Mushra*, of the date pattern, used for bedding	4	12	0
4	A Piece of Red Silken Stripe do. do. ...	1	8	0
5	A Piece of Brocade, *Kinkhap*, with gold flowers, used for making rich clothes, such as bodices, petticoats, caps, &c...	12	4	0
6	Do. do. worked in gold thread into various figures on black silk cloth, generally used in making bodices, caps, and such other rich clothes	19	8	0
7	A Piece of Crimson Silk Cloth called *Allacha*, with black stripes and yellow lines, used for bodices and gowns for girls ...	5	4	0
8	Do. do. with white spots do. ...	2	10	0
9 to 13	Different sorts of Laces, gold and mixed with silver thread, used by ladies for bordering their sarees and bodices, gowns for girls, &c. All worth	4	15	0
	Total Value...Rs.	67	9	0

To be sold : delivery to be given after the Exhibition is over.

1 Case Cutch Decorative Arms as follows :—

No.		Rs.	a.	p.	No.		Rs.	a.	p.
1	Dhall, value... ...	4	0	0	11	Spear	3	0	0
2	Thubul	14	0	0	12	Do.	3	0	0
3	Katar	4	0	0	13	Penknife	3	0	0
4	Tulwar	6	0	0	14	Flat-handle Dagger ...	5	0	0
5	Jambia	4	0	0	15	Do. ...	5	0	0
6	Chura	5	0	0	16	Spring Dagger ...	3	0	0
7	Dagger	5	0	0	17	Spring Dagger ...	3	0	0
8	Do.	5	0	0	18	Jambia	4	0	0
9	Spear	3	8	0	19	Tulwar	8	0	0
10	Do.	3	8	0	20	Do.	15	0	0

Name of Exhibitor.	Description of Articles.	Remarks.

BOMBAY COMMITTEE.—(*Contd.*)

			Rs.	a.	p.				Rs.	a.	p.
21	Dhao	... ...	16	0	0	26	Beechooa	... ...	10	0	0
22	Thubul	... ...	16	0	0	27	Do.	... ...	10	0	0
23	Beechooa	... ...	5	0	0	28	Tulwar	... ...	20	0	0
24	Do.	... ...	5	0	0						
25	Khunjur	... ...	7	0	0		Total...Rs.		195	0	0

1 Box, Ornaments used by Hindus, as follows :—

I.—ORNAMENTS FOR THE HEAD.

			Rs.	a.	p.	
1	1	Brass *Chak* to be fixed into the cue	0	5	0	To be sold : delivery to be given after the Exhibition is over.
2	1	*Chak* studded with precious stones and pearls for the cue ...	0	6	0	

II.—FOR THE FOREHEAD.

3	1	*Tika* studded with precious stones	0	1	0	

III.—FOR THE EARS.

4	1	Pair of *Kevra fuls*, of the form of the *Kevra* flower, studded with precious stones	0	3	0	

IV.—FOR THE NOSE.

5	1	Nose Ring studded with precious stones covered with pearls ...	0	5	0	

V.—FOR THE NECK.

6	1	*Tick*—a necklace studded with jewels, to be tied uppermost on the neck	0	8	0	
7	2	*Vujetees*—a necklace made of gold, to be tied uppermost on the neck in the absence of the above	0	7	0	
8	1	*Tusi*—a necklace to be worn just below any one of the above ornaments	0	9	0	
9	1	*Madalyas*—to be worn on the neck below the above-described. The one in the middle is sometimes left empty, and in which some amulet or talisman is inserted	0	8	0	

10	1	*Suri*—for the neck—below the above.	6	0	0	To be sold: delivery to be given after the Exhibition is over.
11	1	Necklace—a chain made up of square diamond-like pieces—called *Hira Kunthi*	1	0	0	
12	1	*Madalyas*—to be worn on the neck below all the above-named ornaments, descending to the belly	1	12	0	
13	1	*Kantali*—to be worn on the neck, hanging loose, coming down to the belly	3	8	0	
		VI.—For the Arm.				
14	1	*Wank*—an armlet with a hanging bunch	3	0	0	
15	1	Pair of *Ghoda wanks*—for the elbow	0	12	0	
16	1	*Kuda*—for the elbow—made of gold as well as silver; used by males as well as females	0	5	0	
		VII.—For the Wrists,				
17	1	Pair of *Sanklas*—wristlets	2	0	0	
18	1	Pair of *Kudas*, used as solid bangles	0	5	0	
19	1	Pair of *Patlies*, used as bangles	0	8	0	
20	1	Pair of Carved Bangles	0	1	6	
21	1	Pair of Bangles...	0	5	0	
22	1	Pair of Twisted *Kulas*	0	8	0	
23	1	Pair of interwoven Wire *Kulas*	0	9	0	
		VIII.—For the Fingers.				
24	1	Carved Ring called *Vedh*...	0	2	0	
25	1	*Plain Ring*	0	1	0	
26	1	Twisted Ring	0	1	0	
		IX.—For the Ankles,				
27	1	Pair of *Kullas*—anklets with bunches of hollow trinkets making a noise	7	4	0	
28	1	Pair of Anklets, *Sankulas*	3	8	0	

The above-named ornaments are made of brass gilt, but as they are worn by the Hindus they are made mostly of gold, sometimes of silver. The above are patterns of ornaments worn by the Hindus.

Name of Exhibitor.	Description of Articles.	Remarks.
BOMBAY COMMITTEE.—(*Contd.*)	1 Box Ivory from the State of Junaghud— 1 A Box of fine Ivory Carving round which human figures are carved. The box is so contrived that it opens only by pressing in two bolts of ivory placed on both the sides of the box. 1 Box Marble Granite, as follows :— 2 Two square Pieces of Marble Granite sprinkled over with various colours.	To be returned after the Exhibition is over.
MESSRS. JAFFER SULLIMAN & Co.	17 Cases containing as follows :— Handsome Cutch Work Silver Articles.	

No. on Articles.	Names of Articles.	Weight. oz.	dr.	Rate per oz. s.	d.	Value. £	s.	d.	Remarks.
1	Coffee Pot ...	35	8	11	3	19	19	4½	To be sold : delivery to be given after the Exhibition is over.
2	Tea Pot ... Tea Set containing 4	28	0	„	„	15	15	0	
3	Sugar Basin ... Pieces, weighing 96½ oz.	20	8	„	„	11	10	7½	
4	Milk Jug ...	12	8	„	„	7	0	7½	
5	Large Salver	38	0	„	„	21	7	6	
6	Small „	36	12	„	„	20	13	5	
7	Flower Vase	22	4	„	„	12	10	3¾	
8	„	21	12	„	„	12	4	8¼	
9	„	13	4	„	„	7	9	0¾	
10	Mug or Tankard	13	4	„	„	7	9	0¾	
11	„	13	4	„	„	7	9	0¾	
12	Muffineers or Pepper-holders, 1 pair ...	4	6	„	„	2	9	2¼	
13	„ „ 1 „ ...	4	4	„	„	2	7	9¼	
14	„ „ 1 „ ...	4	0	„	„	2	5	0	
15	„ „ 1 „ ...	3	14	„	„	2	3	7	
16	Salt Cellars 1 „ ...	4	8	„	„	2	10	7½	
17	„ 1 „ ...	3	9	„	„	2	0	1	
18	Card Case...	4	14	„	„	2	14	10	

19	„ ...	...	...	...	5	8	„	„	3	1	10½
20	„ ...	...	...	...	5	8	„	„	3	1	10½
21	„ ...	...	...	...	4	4	„	„	2	7	9¾
22	Bouquet Stands, 1 pair		...	...	5	4	„	„	2	19	0¾
23	„ 1 „		...	...	5	6	„	„	3	0	5¾
24	„ 1 „		...	...	5	10	„	„	3	3	3¼
25	„ 1 „		...	...	5	10	„	„	3	3	3¼
26	„ 1 „		...	...	5	8	„	„	3	1	10½
27	„ 1 „		...	...	5	12	„	„	3	4	8
28	Claret Jug	...	...	...	38	2	„	„	21	8	10¾
29	Tea Pot ...	...	...	...	30	10	„	„	17	4	6¼
30	„ ...	...	...	...	16	12	„	„	9	8	5¼
31	Milk Jug ...	...	...	...	15	6	„	„	8	12	11½
32	„ ...	...	...	...	10	8	„	„	5	18	1½
33	Child's Mug	...	...	...	9	1	„	„	5	1	1¼
34	„	...	...	...	6	3	„	„	3	9	7
35	Tumbler on Pedestal		...	...	5	10	„	„	3	3	3¼
36	„ „		...	...	5	12	„	„	3	4	8
37	Fire-holder	...	...	...	14	8	„	„	8	3	1½
38	Egg Stand mounted on Ostrich Egg, with 4 Egg Cups and 4 Spoons ...		...	...	...	...	...	...	20	0	0

To be sold: delivery to be given after the Exhibition is over.

No.				£	s.	d.
1	1	Sandalwood large Work Box—containing Glove Box, Writing Desk, and Work Box ...		10	0	0
2	1	„ „ Writing Desk ...	... ...	6	0	0
3	1	„ „ Work Box ...	... ...	4	0	0
4	1	„ small Writing Desk	... ...	3	10	0
5	1	„ large Album Cover...	... ...	4	0	0
6	1	„ small „ ...	... ...	2	10	0
7	1	„ „ „ ...	... ...	1	4	0
8	1	„ Envelope Case ...	... ...	2	0	0
9	1	„ Writing Book ...	... ...	1	12	0
10	1	„ Glove Box, large ...	... ...	2	0	0

Name of Exhibitor.	Nos.		Description of Articles.	£	s.	d.	Remarks.
MESSRS. JAFFER SULLIMAN AND CO.—(*Contd.*)	11	4	Sandalwood Glove Box, small	4	16	0	To be sold: delivery to be given after the Exhibition is over.
	12	1	„ Book Stand	1	4	0	
	13	1	„ Handkerchief Box	1	16	0	
	14	1	„ „	1	4	0	
	15	3	„ Money Boxes	2	8	0	
	16	3	„ Card Boxes	1	4	0	
	17	6	„ Card Cases	2	8	0	
	18	3	„ small Card Cases	0	12	0	
	19	6	Boxes of Ivory Alphabets, small	3	12	0	
	20	6	„ „ large	3	12	0	
	21	1	Large Ebony Work Box with Writing Desk, octagonal ...	10	0	0	
	22	1	Ebony Work Box	4	0	0	
	23	1	„ Writing Desk	3	10	0	
	24	1	„ Album Cover	2	10	0	
	25	1	„ „ small	1	4	0	
	26	1	„ Envelope Case	2	0	0	
	27	1	„ Writing Book	1	12	0	
	28	1	„ Glove Box, open carved	2	0	0	
	29	4	„ „ „	4	16	0	
	30	1	„ Book Stand	1	4	0	
	31	1	„ Handkerchief Box	1	4	0	
	32	3	„ Money Boxes	2	8	0	
	38	3	„ Card Boxes	1	4	0	
				£97	4	0	

No. on Articles.	Names of Articles.	Value. £	s.	d.	
39	Dagger, covered with crimson Velvet	1	12	0	To be sold: delivery to be given after the Exhibition is over.
40	" " green "	1	12	0	
41	" " crimson "	2	8	0	
42	" " " "	2	8	0	
43	" green "	2	8	0	
44	Pointed Axe, covered with green Velvet	4	0	0	
45	" " " " "	4	0	0	
46	Flat " " blue "	3	0	0	
47	" " " " "	3	0	0	
48	Half-round Axe	3	0	0	
49	" "	3	0	0	
50	Spear	1	0	0	
51	"	1	0	0	
52	"	1	0	0	
53	"	1	0	0	
54	Nut Cracker	0	4	0	
55	"	0	4	0	
56	Persian Carpet, measuring 23 feet 9 inches long, and 9 feet 6 inches broad...	35	0	0	
57	Persian Carpet, measuring 24 feet 6 inches long, and 7 feet 6 inches broad	30	0	0	
58	Persian Carpet, measuring 15 feet 6 inches long, and 8 feet broad.	15	0	0	
59	Persian Carpet, measuring 10 feet long, and 5 feet 3 inches broad.	10	0	0	
	Sofa Couches ... ... 1 pair.	35	0	0	
	Easy Chairs ... ... 1 pair.	20	0	0	
	Chairs without arms ... ... 12...	36	0	0	
	Round Table	25	0	0	
	Chiffoniere	25	0	0	
	Oval Table	12	0	0	
	Flower Stand	10	0	0	

Name of Exhibitor.	Description of Articles.				Remarks.
Mr Framjee Nowrojee	4 Cases containing Indian Condiments as follows :—	Rs. a. p.	Rs. a. p.		
1 Case, F. N. No. 1	1 Dozen Col. Gray's Chutney ...	10 0 0			
	¾ „ Bottles Sliced „ ...	9 0 0			
	¾ „ „ Sweet Mango Chutney	7 8 0			
	½ „ „ Mango „ ...	4 8 0			
			31	0 0	
2	1 „ „ Curry Paste ...	10 0 0			
	1 „ „ Madras Curry Powder	10 0 0			
	4 Bottles Mango Preserve	3 8 0			
	5 „ „ Jelly	5 0 0			
	1 Dozen Bottles Guava Jelly ...	10 0 0			
	½ „ Tins „ Cheese ...	6 0 0			
			44	8 0	To be sold : delivery to be given after the Exhibition is over.
3	1 „ Bottles Pineapple	10 0 0			
	½ „ „ Fernandez Ripe Mango	7 8 0			
	1 „ „ Alphonso	18 0 0			
	8 Bottles Ripe Mango	7 0 0			
			42	8 0	
4	1 Dozen Bottles Skinner's Chutney ...	10 0 0			
	1½ „ „ Delicious „ ...	15 0 0			
	½ „ „ Mango „ ...	4 8 0			
			29	8 0	
	4 Empty Cases	5 0 0			
			5	0 0	
		Total... Rs.	152	8 0	
Bombay Committee.	3 Packages containing parts of a Show Case prepared for exhibiting various articles.				

APPENDIX I.

ADMINISTRATION OF THE BOMBAY PORT TRUST.

ADMINISTRATION REPORT, 1879-80.

The year that closed on the 31st March, 1880, has been an eventful one to the Trust.

2. The private foreshore properties have been acquired. They comprise Sassoon Dock, Colaba Company's Bunders, Jamsetjee Bunder, Mazagon and Frere Land Companies' properties, besides various minor properties at Sewree. The cost has been Rs. 71,22,730, but several plots at Sewree have still to be bought. Payment has been made, with one or two trifling exceptions, in Port Trust bonds bearing interest at 4 per cent. per annum.

3. To enable these purchases to be made, an amended Port Trust Act was passed, which came into force on 1st November, 1879.

4. Advantage was taken of the opportunity thus afforded to alter the constitution of the Trust. Instead of all the Trustees being appointed by Government, as was the case under the former Act, five out of a total of thirteen are now elected by the Chamber of Commerce, and three of the remainder, nominated by Government, must be natives of India. Some of the restrictions contained in the old Act with regard to the financial arrangements of the Trust have been withdrawn, but, on the other hand, the liability of the Trustees to raise revenue enough to meet all demands for interest on capital has been more strictly defined.

5. The Prince's Dock and its approaches—works which have been looked forward to for years—were so far completed as to admit of the Dock being opened to traffic on 1st January, 1880.

6. With so large an extension of foreshore, and with the Dock opened to traffic, the estimates of receipts and expenditure, framed at the commencement of the year under different circumstances, required amendment, and a supplemental estimate was accordingly submitted to Government and passed before the close of the year.

The original estimates were—

Income.....	Rs. 16,45,000	Expenditure	Rs. 16,45,000
To these sums were added by the supplemental estimate above referred to.....	1,21,000	Do.	2,13,000
	Rs. 17,66,000		Rs. 18,58,000

showing an apparent deficit of Rs. 92,000.

7. In order to make a fair comparison between the "Estimates"

And the "Actuals," various accounts which, under the new Act, have to be kept distinct, must be brought together.

These are—

Under the head of—

	Actual Income.	Actual Expenditure.
"General Account"	Rs. 13,63,813	Rs. 6,04,709
"Port Fund Account"	2,00,909	1,26,186
"Pilotage Account"	1,26,601	1,26,601
"Interest"	...	8,60,184
Do. on Prince's Dock Loan 3 months to 31st March	...	80,756
	Rs. 16,91,329	Rs. 17,98,436

These figures show that the income of the Trust has been Rs. 74,677 less than was estimated, while the expenditure has been less by Rs. 59,564.

8. The apparent deficit on the year's working, as shown above, is Rs. 1,07,113, but of this sum Government have, for reasons to be presently stated, permitted the Trustees to charge to Capital Rs. 80,756, being the interest on the Dock loan for the three months during which the Dock was open. This reduces the deficit to Rs. 26,357, which should be provided from the revenue of the following year.

9. Because of the additions made to the Port Trust property during the year, no useful comparison can be made between the revenue, as a whole, of this and of former years. But it may be interesting to examine the returns from some of the individual properties.

10. From the Elphinstone Estate a gross revenue (exclusive of Dock dues) amounting to Rs. 8,41,730 was realized, against Rs. 8,61,983 in the preceding year. On the one hand there was a falling off to the extent of Rs. 63,700 in the revenue derived from grain and seeds, of Rs. 22,380 on ground rent on State Railway materials, and of Rs. 9,813 on Railway sidings. On the other hand the revenue generally was improved by the absence of competition consequent on the acquisition of the private foreshore properties during the closing months of the year. The result of levying uniform wharfage fees along the forehore has been to attract trade from the outlying private bunders to the more central wharfs of the Trust. The diminution in the revenue from grain and seeds was to be expected when the famine ended, and as the construction of State Railways had been pushed on in the previous years in great measure to provide labour for the famine population, it was foreseen that this source of revenue would likewise diminish. Not so, however, in the case of the revenue derived from Railway sidings on the Elphinstone Estate. These sidings have been gradually working their way into public favour during the ten or eleven years that they have been laid. On account of their proximity to the grain market and the native town, merchants were willing to pay a fee for the use of the sidings, so as to save cartage. More time was also allowed than at Boree Bunder for the removal of goods. So far as the Trustees knew, the sidings were being worked to the satisfaction of the Railway Company, and the sudden determination come to by the Agent G. I. P. Railway Company to cease to book goods to these sidings after 31st January took the Trustees, as well as the public, by surprise. No intelligible reason has been given for the step

taken, which, it may be remarked, met with the disapproval of Government, although they were powerless to prevent it.

11. The question of the future utilization of these sidings and of the land which they occupy has been considered by the Trustees, and, seeing that there is no likelihood of the Railway Company making further use of them, it has been determined at the end of the present trooping season to take up the Carnac and Nicol sidings lying east of the Frere Road, and it is expected that before next season Government will have decided to land troops elsewhere than at the Carnac Bunder. Land has been offered them for troops and commissariat stores in the vicinity of the Prince's Dock at Rs. 50 a yard if bought outright, or at a rent of Rs. 3 per square yard per annum if leased, and plans for the necessary buildings are, it is understood, being prepared by Government. More recently a proposal has been made that the troops should be landed in barges as at present, but at Sassoon Dock instead of Carnac Bunder, and the Trustees await the decision of Government in the matter.

12. Considerable progress has been made in *leasing* land on Elphinstone and Mody Bay Estates. The area has increased during the year from 49,475 square yards in 1878-79 to 62,068 square yards, and the rent from Rs. 52,422 to Rs. 60,067. Government purchased 9,800 square yards of land on Mody Bay Estate adjoining the Mint, and paid the Trustees Rs. 2,45,000 for it, being at the rate of Rs. 25 per square yard. The purchase-money has been applied towards the reduction of the Trustees' capital debt.

13. The revenue for the past six years from the ground and buildings on the Elphinstone and Mody Bay Estates—the most extensive of the properties vested in the Trustees—has been as follows :—

Elphinstone Estate—

	Ground Rent. Rs.	Warehouse Rent. Rs.	Shed Rent. Rs.	Total. Rs.
1874-75.....	1,28,589	29,368	49,820	2,07,777
1875-76.....	1,33,777	42,120	61,471	2,37,368
1876-77.....	1,21,353	39,538	1,04,633	2,65,524
1877-78.....	1,38,608	37,578	1,44,790	3,20,976
1878-79.....	1,34,480	40,505	1,65,015	3,40,000
1879-80.....	1,36,648	42,186	1,12,286	2,91,120
	7,93,455	2,31,295	6,38,015	16,62,765

Mody Bay—

	Ground Rent. Rs.
1874-75	24,567
1875-76	23,819
1876-77	28,101
1877-78	29,536
1878-79	32,164
1879-80	35,745
	1,73,932

The revenue from these sources shows a steady improvement, heightened during the years 1877-79 by the demand for shed room for grain passing through Bombay to the famine districts. So steadily has the demand for shed accommodation for grain increased that the Trustees have felt justified in adding another range of warehouses to the "Ryan Market." The buildings were only partially completed

at the close of the year, but when finished they will, with the two ranges already erected, afford storage for 60,000 tons of grain.

14. The revenue at the Town Customs Bunder has been Rs. 99,872, against Rs. 80,334 during the previous year—an improvement to the extent of Rs. 19,558. The purchase of the private foreshore enabled the wharfage fee on opium to be increased from 2 annas to 1 rupee per chest, at which figure it had stood before competition commenced, and it also caused the re-transfer of the opium exports from Sassoon's Dock to the Customs Bunder. The increase of revenue from this one source at the Town Bunder was Rs. 11,467, and the increase on piece-goods and silk was Rs. 9,017.

15. At Apollo Reclamation the increase is even more striking, the revenue being Rs. 19,462, against Rs. 9,380 in 1878-79. The Cotton Green, which during competition with the Mazagon Company was divided between Colaba and Mazagon, to the inconvenience of the whole trade, returned to Colaba when that competition ceased. A working arrangement was made with the Colaba Company whereby the Green on the Colaba as well as on the Port Trust property was worked by the Traffic Manager of the Trust, a fixed proportion of the receipts ($\frac{10}{16}$ to Colaba Company and $\frac{6}{16}$ to the Trust) being paid to each.

16. Since the date of the purchase of Sassoon's Dock it has been used solely as a boat basin. The revenue derived during the six months that it has been in the possession of the Trust has been Rs. 36,421, and the expenses for establishment and repairs have amounted to Rs. 3,328. This leaves Rs. 33,093 net, which is equal to Rs. 66,186 per annum, or 3·3 per cent. on the purchase-money of 20 lakhs. This may be taken to be as favourable a direct result as will at any time be shown, for the six months from 1st October are the busiest in the year, and the trade which still uses Sassoon's Dock may be expected gradually to move to a more central locality. But, as has already been indicated, the beneficial effects on the Port Trust revenue are not felt only at the properties bought, but also at the original Bunders of the Trust, bringing back to them traffic which had been drawn away by lower wharfage and shed fees, and also, as in the case of opium, by enabling higher fees to be levied.

17. The Colaba Company's Bunders, taken over on 10th December, show a revenue of Rs. 18,386, and the charge for establishment was Rs. 358. The balance is equal to a dividend of 3·2 per annum on the purchase-money, 18 lakhs.

18. Mazagon Reclamation, taken over on the same date and at the same price, shows a revenue of Rs. 16,461. The cost of collection and repairs amounted to Rs. 1,225, leaving Rs. 15,236, which is equal to 2·7 per cent. on the purchase-money.

19. The Frere Land Company's Reclamation, taken over on 22nd December, shows a revenue of Rs. 7,806; expenses of collection, Rs. 434; and the balance is equal to 3·9 per cent. on the purchase-money of 8 lakhs.

20. The remarks made with regard to the nature of the returns from Sassoon's Dock apply equally to these other purchases of the Trust.

21. These are a few of the more prominent facts in connection with the Bunder properties; more detailed information will be found in the Traffic Manager's Report, which is appended.

22. The expenditure at the Bunders has increased from Rs. 2,66,196 in 1878-79 to Rs. 2,81,348, caused chiefly by the additional foreshore properties taken over towards the end of the year. One unusual item however occurs, namely, loss on stores burnt, Rs. 8,689. The godowns near Elphinstone Bridge in which the Trustees' stores have been located for many years caught fire on 24th January from an adjoining godown in which kerosine oil was stored. Much damage was done, and it is expected that the further expenditure on the same account amounting to Rs. 40,000 will have to be met in the succeeding year.

23. The Trustees have done what lay in their power during the year to have the Frere Road continued across Wadi Bunder to Mazagon. Orders have from time to time been given by Government to the Railway Company to make over the necessary land, and it is understood that all objections have now been overcome, and that this essential link in the communication between the north and south parts of the foreshore of Bombay will be speedily made. In connection with this matter it may be mentioned that Government have finally refused to grant to the Trust the land at Wadi Bunder not required for Railway purposes. They have, however, offered to lease it at a low rent should the Trustees require additional land in that locality.

24. From the amended Port Trust Act all mention of the Port Fund was purposely omitted, there being already an Act of the Imperial Legislature, "the Indian Ports Act," which provided for the levy of Port dues. Owing to this division of authority, the special permission of the Government of India has had to be obtained to appropriate the surplus revenue from the Port Fund towards payment of interest on the Port Trust debt. That surplus amounts to Rs. 74,723, as against Rs. 85,895 in the previous year. The receipts from Port dues were Rs. 1,60,093, as compared with Rs. 1,62,532 in 1878-79, and the water supply to shipping realized Rs. 35,297, against Rs. 45,917 in the previous year.

The arrivals during the year, exclusive of country craft and of coasting and ferry steamers under 200 tons, were—

Steamers	613	aggregating	697,849 tons,
Ships	234	„	240,593 „
	847	aggregating	938,442 tons,

while in 1878-79 the numbers were—

Steamers	622	aggregating	702,881 tons,
Ships	328	„	343,311 „
	950	aggregating	1,046,192 tons.

The receipts from Port dues were, however, nearly the same in both years.

25. As required by the Port Trust Act, the whole of the Pilotage earnings have been expended on the Pilotage Department. After meeting ordinary expenses there remains a sum of Rs. 4,176, which has been carried to the special fund for replacing pilot schooners. That fund at 31st March amounted to Rs. 66,931.

26. The Prince's Dock was opened for traffic on 1st January, 1880, with some ceremony. H. E. Sir R. Temple, Governor of Bombay, accompanied by H. E. the Commander-in-Chief and by the Trustees and a few others, was the first to enter the Dock in the I. G. S. "May

Frere." They were followed by five other vessels, and the spectacle was witnessed by a large gathering of those interested in trade and of the general public. Unfortunately, owing partly to the tide having ebbed considerably before all the vessels were docked, and partly to the novelty of the work, three out of the six vessels touched the wall at the entrance. In the case of the B. I. S. N. Company's steamer "Chanda" damage was done which has cost the Trust Rs. 7,817 to make good, but the other accidents were not serious. The amounts, not having been paid until after 31st March, do not appear in the accounts now submitted.

27. On the day of opening the Dock the channel of approach was declared clear to a depth of 11 feet at low water ordinary spring tides, which gave over 23 feet of water throughout the channel at high water on 1st January, and enabled vessels drawing up to 20 feet to be docked.

28. During the first three months ship captains and agents, for one cause or another, looked askance at the Dock, and only twenty-four vessels, including the six on the opening day, entered in that time. Every reasonable inducement was held out by the Trustees—the Dock dues leviable on vessels were struck off; the towage of sailing vessels was remitted; no charge was made for warps; the fees on goods, which had been carefully fixed in consultation with the Traffic Manager, were materially reduced. But while, on the one hand, a Dock possesses many advantages as compared with a system of landing by boats, on the other hand it is difficult to break through vested interests the growth of years, and the use of the Dock meant loss of work to muccadums and others who possess much influence with consignees of ships and of cargo, and such influence has been naturally exercised in opposition to the Dock. Again, the superiority of the Dock during those months of the year when the water in the harbour is still, and when there is not such a demand for quick despatch as in the hot weather months before the monsoon, does not, in the absence of experience, come home to ship captains or agents. Although it does not pertain to the Report for 1879-80, it may be mentioned that the Dock has been well occupied since April.

29. Although the Dock was opened for traffic on 1st January, all the works in connexion with it were not then finished. The Dock itself was completed in April, 1879, and before January, 1880, the shed accommodation considered necessary was provided, and the hydraulic machinery and cranes were in working order. As originally sanctioned by Government, the approach to the Dock was intended to be from the south, in front of Mody Bay and between Cross Island and Carnac Bunder. Work was continued in this channel until October, 1878, when Government, on the representation of the Consulting Engineer, who had all along maintained the superiority of an entrance to the north of Cross Island, sanctioned the opening out of a channel running due east from the Dock gates to the deep water of the harbour. One reason given for this departure from the original design was that the northern entrance, being entirely soft mud, could be cleared much more speedily than the southern, from which a large quantity of rock has to be removed. Patches of rock were unexpectedly met with in the northern channel, but by 1st January a channel 625 feet wide was cleared to 61 on T. H. D., which, as previously mentioned, gives a depth of 11 feet at low water ordinary spring-tide. The work of deepening this channel has been proceeded with uninterruptedly since

the 1st January, and before long it will, it is expected, be reduced to its proper level of 57 on T. H. D.

30. The loan sanctioned by Government for the construction of the Dock amounted to 76 lakhs, and this was, according to the original estimates, sufficient to cover the cost, and also interest during the course of construction. Important changes have, however, been made during the progress of the work. The depth of the Dock has been increased by 1½ feet, the jetty has been lengthened by 100 feet, hydraulic power has been substituted for steam for the machinery and cranes, and the area of sheds has been more than doubled. The opening out of a channel to the northward in addition to the "south" channel naturally adds to the cost. By 31st March the original loan of 76 lakhs was, after adding the interest, expended, and an application has since been made to Government for permission to borrow an additional 12 lakhs as it may be required, to complete the channel, and such other necessary works as were, up to the date of the application, found to be requisite.

31. Besides the additional works within the Dock itself that have been found necessary and which have already been referred to, the want of warehouse room wherein to store goods when passed out of the Dock sheds was foreseen; and a range of seven warehouses to be brought within Dock limits is being built, at an estimated cost of Rs. 4,60,000. This amount is not included in the Dock estimates, and has been separately provided for by a Debenture Loan.

32. When the system of granting warrants for goods, which these warehouses will enable the Trustees to adopt, is in full operation, a great benefit will be conferred on the trade of the Port. The system has already been tried, one of the Dock sheds being utilized, and it has given much satisfaction.

33. The revenue from the Dock during the months of January, February, and March amounted to Rs. 29,855, and the working expenses, exclusive of interest on cost, were Rs. 33,737, or Rs. 3,882 in excess of the revenue. Seeing that the entrance channel had not been cleared to its full depth, and that such necessary adjuncts to the proper working of a dock as warehouses were not completed, the Trustees considered that the unfinished nature of the works justified them in asking Government to permit the interest during the first three months of working to be added to capital, and this request has been complied with.

34. During the year several accidents occurred in connexion with the operations of the Trust. Besides the fire at the stores godowns already alluded to, the water-barge "Paniwalla" struck on a rock at the Prongs Lighthouse on 15th May, 1879, and became a wreck, only her boiler being afterwards recovered. On 6th August, 1879, the Master Attendant's boat, with three pilots and a native crew, was swamped, while making for the Outer Light Vessel in very rough weather; the Europeans were saved after a lengthened immersion in the water, but two of the native crew were drowned. On 28th October a serious accident occurred in connexion with the blasting operations off the entrance to Prince's Dock. A charge of dynamite exploded unexpectedly, sinking the barge with which the charge was connected, and killing 4 of the natives employed. Other 5 men were badly hurt.

35. In order to enable the Trustees to give effect to a Resolution

passed in April, 1879, to transfer from Prince's Dock account to Mody Bay Reclamation the sum of Rs. 4,30,000, for reclaiming about 30 acres at Mody Bay with material excavated from the Dock, they applied to Government for a loan, but without success. Government further called upon the Trustees to repay the sum of Rs. 2,85,000, which it appeared had been advanced to the Trust by the Accountant-General without the sanction of the Government of India. The Trustees at the same time had before them estimates for such essential works as—

Dock Warehouses	Rs.	4,60,000
Extension of Ryan Grain Market	,,	2,00,000
New Lighthouse on Sunk Rock	,,	1,44,000

and making roads, &c., at Mody Bay.

36. Seeing that Government would not themselves advance money, the Trustees sought for and obtained permission to borrow 17 lakhs on their own debentures. Of this amount 10 lakhs, bearing 4½ per cent. interest and having seven years to run, were placed in January, 1880, as follows :—

At 99¼	Rs.	10,000
At 99½	,,	5,000
At 99	,,	9,85,000
	Rs.	10,00,000

The first and second instalments with the deposit, amounting to Rs. 6,20,000, were received before the 31st March, and a statement showing how the loan has been dealt with will be found in the accounts.

37. As mentioned in the Auditors' Report, the revenue deficits that accrued between June 1873 and March 1877, and which in former accounts appeared in the statement of capital debt under the head of Suspense Account, have this year been omitted. A reference has, subsequently to 31st March, been made to Government regarding them. The subject, therefore, may more fitly be commented on in a future Report.

38. When the amended Port Trust Act came into force, viz., on 1st November, 1879, five Trustees were elected by the Chamber of Commerce, and seven besides the Chairman were nominated by Government. In terms of Section 9 of the Act, three of the elective and three of the nominee Trustees had to retire during March following ; the result was that the same gentlemen were re-elected by the Chamber or nominated by Government.

39. With the close of the official year Colonel Baker, R.E., who had been Chairman of the Board since June, 1876, resigned his appointment on proceeding to Europe on furlough. During his tenure of office his best energies were at all times given to forward the interests of the Trust, and his position as Under-Secretary P.W.D. gave him in some respects peculiar facilities for advancing these interests. In no case was this more apparent than in the purchase of the foreshore. As the trusted representative of Government in the tedious and somewhat difficult negotiations with the foreshore owners he displayed an acumen and a tenacity of purpose which has without doubt resulted favourably for the Trust. He had the satisfaction, before he resigned, of seeing almost the whole of the private foreshore handed over to the Trust.

40. His place has been filled by Colonel Ponsonby Cox, R.E., whom

Government have appointed to the sole office of Chairman. This appointment was made on the first day of the new official year, so that it scarcely falls within the scope of this Report.

41. The extension of the Trust's property by the almost simultaneous acquisition of the private foreshore and the opening of the Prince's Dock,—works on which already a million and a half has been expended,—has thrown a great strain on the various departments of the Trust. This has been well met hitherto, but some time must yet elapse before the establishments are properly consolidated, and work assumes a normal condition.

42. The customary statement of the accounts of the Trust is appended, as are also the Reports of the several heads of departments.

J. PONSONBY COX, Chairman.

Bombay, 15th July, 1880.

MEMORANDUM ON THE BUDGET ESTIMATE FOR 1880-81.

Within the past few months the Sassoon Dock, the Arthur and Victoria Bunders belonging to the Colaba Company, the Jamsetjee Bunder, the properties belonging to the Mazagon and the Frere Land Companies, and some of the smaller properties at Sewree have been made over to the Trust. On 1st January the Prince's Dock was opened for traffic. In the absence of returns of the trade done at these private Bunders in the past, and with the uncertainty that exists with regard to the extent to which the Prince's Dock will be utilized by the trade in the future, the estimates of revenue are, to some extent, guess-work. There is nothing in the past that the Trustees can turn to for guidance, and only experience can show whether the forecasts that have been made are reliable. There is not, however, the same degree of uncertainty with regard to expenditure. The Staff at the Bunders has been carefully fixed by the Trustees and will have to be maintained during the year whether the revenue be great or small. Provision has been made in the estimates of Dock Expenditure, for working about 700,000 tons of traffic, but if the traffic be not so great, there will be a corresponding saving in certain items, such as coolie-hire, tallymen, and the like.

2. The revenue estimates show an excess of receipts over expenditure of Rs. 39,000, but the returns must be carefully watched from month to month during the year, and any adjustments that may be necessary made, to enable the Trustees to fulfil their obligations to Government at the end of the year.

3. The loan of 76 lakhs granted by the Secretary of State having been nearly all expended, it becomes necessary to apply to Government for a further loan of 4 lakhs in 1880-81 to carry on the dredging of the channels and pay for additional Cranes, Capstans, and other subsidiary works, the necessity for which may become apparent in the ensuing year. There will be need for a further loan of about 2 lakhs in 1881-82 for completing the channels.

4. Government have sanctioned a Debenture Loan for 17 lakhs for their new works which have been commenced. Of this sum it is estimated that Rs. 10,25,000 will be expended in the current year, and Rs. 5,30,000 in the ensuing year, leaving a balance of Rs. 1,45,000 to

be carried on to the year 1881-82. The Warehouses at the Prince's Dock, the extension of the Ryan Market, and the construction of a Lighthouse on the Sunk Rock, to take the place of the Inner Light Vessel, are the principal works which are provided for from this loan, in addition to an adjustment of account for a sum of Rs. 7,15,000, namely, Rs. 4,30,000 for the reclamation of Mody Bay from excavation of the Prince's Dock, and Rs. 2,85,000 repayment of advances made by the Government of India in 1877-78 and 1878-79.

W. A. BAKER, Chairman.

Bombay, 1st March, 1880.

SUMMARY.

ESTIMATE of REVENUE and EXPENDITURE for the year ending 31st March, 1881.

Actuals for 1878-79.	Estimates for 1878-79.				
		REVENUE.			
Rs.	Rs.				Rs.
12,44,779	12,40,000	Bunder Properties			17,25,000
.....	.....	Prince's Dock			7,22,000
3,64,869	3,60,000	Harbour Properties ...	Rs.	2,18,000	
		Pilotage ...	,,	1,32,000	
					3,50,000
35,899	45,000	Rents			3,000
16,45,547	16,45,000			Rs.	28,00,000
		EXPENDITURE.			
2,66,196	3,10,000	Bunder Properties			3,75,000
.....	.....	Prince's Dock			3,94,000
2,79,274	2,81,700	Harbour Properties ...	Rs.	1,28,000	
		Pilotage ...	,,	1,32,000	
					2,60,000
1,34,456	1,34,300	Rents			1,34,300
52,199	57,000	General Charges			73,000
8,85,821	8,62,000	Interest...			15,24,700
15,87,946	16,45,000			Rs.	27,61,000

APPENDIX J.

APPOINTMENT OF COLONEL PONSONBY COX, R.E., AS CHAIRMAN OF THE PORT TRUST.

No. 78 OF 1880.

CHAMBER OF COMMERCE, BOMBAY, *7th April*, 1880.

To the SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—The Committee of the Chamber of Commerce learn with regret that Government have appointed Colonel Ponsonby Cox, R.E., to be Chairman of the Port Trust, on a salary of Rs. 1,800 per month.

This selection has, no doubt, been made on account of the high character and abilities of Colonel Cox, but the Committee respectfully submit that, when Government were laying such a heavy additional expense on the trade of the Port, the trading community were entitled to expect that the appointment would have been given to an officer whose past experience had been such as would have specially qualified him to deal with the many important questions which are constantly arising in the conduct of the affairs of the Port.

With regard to the trade of the Port, the Committee believe they are correct in saying that Colonel Cox has had no experience of it whatever, whilst his want of knowledge of the native languages debars him from personal intercourse with the bulk of the native merchants. These disadvantages time will, to some extent, remedy, but here the serious consideration presents itself that, as Colonel Cox's military service does not relate to this country more than to any other part of Her Majesty's dominions, he may be removed at any time, and that perhaps when the Port is only beginning to reap the benefit of the experience which he will then have acquired. The Committee respectfully submit that a post such as that of Chairman of the Port Trust should not be liable to sudden or frequent changes.

The Committee further regret that, considering the present financial position of the Trust, and the uncertainty

of its future success, any change in the less expensive system which has hitherto prevailed should have been considered necessary; and they respectfully submit that if Government had no officer with the requisite qualifications for the office, the Chairmanship should have been filled as hitherto, leaving details to the management of the experienced officials of the Port Trust, upon whom, as it is, the new Chairman must for a considerable time be entirely dependent.—I have, &c.,

J. GORDON, Secretary.

No. 218 OF 1880.

MARINE DEPARTMENT,

BOMBAY CASTLE, 13*th April*, 1880.

From the SECRETARY to GOVERNMENT to the CHAIRMAN BOMBAY CHAMBER of COMMERCE.

SIR,—I have the honor to acknowledge the receipt of the letter from the Secretary to the Chamber of Commerce, dated 7th April, 1880, regarding the appointment of Colonel Ponsonby Cox, R.E., as Chairman of the Board of Trustees of the Port of Bombay on a salary of Rupees (1,800) one thousand eight hundred per month.

2. In reply, I am directed to state that on the departure of Colonel Baker, R.E., to England, Government could not again lend an officer to the Port Trust on the same terms as they lent Colonel Baker, and as they deemed it expedient, in the public interests, to secure the full services of an officer belonging to the scientific branch of the service for a post, the duties of which had lately been largely increased, and for which an engineer officer is particularly needed, they selected Colonel Ponsonby Cox, to whose high character and abilities the Governor in Council is glad to see the Chamber of Commerce bear testimony.

3. I am to add, in conclusion, that Government are sure the Chamber of Commerce will shortly recognize the wisdom of the selection made by Government, but that, under any circumstances, as the law imposes the duty of choosing a Chairman and fixing his salary on the Governor in Council, he must use his own discretion in carrying out the provisions of the Statute.—I have, &c.,

JOHN MACDONALD, Colonel,
Secretary to Government.

APPENDIX K.

FAREWELL ADDRESS TO SIR RICHARD TEMPLE, BART.

On Saturday the 13th of March, 1880, His Excellency Sir Richard Temple, Bart., received, at Government House, Malabar Point, a deputation from the Chamber of Commerce. There were present :—Mr. C. Macdonald, Chairman, Hon'ble M. Mowat, Messrs. Maitland, Barnett, Thorburn, Symons, Mathew, Parker, R. B. Sedgwick, Kittredge, Russell, Roberts, Ahmedbhoy Hubibbhoy, Nanabhoy Byramjee Jeejeebhoy, and J. Gordon, the Secretary.

Mr. MACDONALD read the Address, which was as follows :—

To His Excellency Sir RICHARD TEMPLE, Baronet, G.C.S.I., C.I.E., Governor of Bombay.

HONOURABLE SIR,—On the occasion of your retirement from the office of Governor of Bombay, we, the members of the Bombay Chamber of Commerce, desire respectfully to approach your Excellency to express the sense we entertain of the services you have rendered to the interests of commerce in Western India, by the liberal policy which has characterized your Excellency's administration.

To your Excellency's Government we are indebted for the measures which have been taken for the continued improvement of the harbour and the accommodation of the shipping. The opening of the Prince's Dock was celebrated by your Excellency on the 1st of January last, and the efforts which are now being made to render that great work successful will doubtless erelong be attended with the happiest results ; while the reconstruction of the Board of Trustees, on a broader basis, by which mercantile interests are liberally represented, gives the best security that the affairs of the Port will be administered to the satisfaction of the numerous trading interests connected with it.

The removal of the obstructions to trade arising from the manner in which the work of the Custom House used to be conducted has also been a boon to the mercantile community. We remember with gratitude the courteous consideration shown by your Excellency to the merchants of

this Port in consulting them on this matter which so closely affected their interests, and the earnest and determined spirit with which the grievances complained of were redressed.

Owing to the famine which devastated Southern India for three successive years, and the consequent heavy expenditure on famine relief, railway communication in India generally has made less progress during the last three years than would perhaps otherwise have been the case, but we recall with pleasure the rapidity with which the Dhond and Munmad line was constructed, and recently the great energy displayed by your Excellency in the construction of the railway from the Valley of the Indus towards Kandahar. Although this line has been chiefly undertaken for military and political purposes, it will, we believe, be the means of developing a large trade between Central Asia and India.

An important proposal for the introduction of a law to render the registration of partnerships compulsory, which had been under discussion during the last thirteen years, and urged upon Government by all the leading European and Native firms in Bombay, has—because, we believe, of the warm support given by your Excellency to the measure—been at last entertained by the Government of India. The draft of the Bill, which the Chamber has been asked to prepare, will be handed in to Government shortly, and will, we trust, from the groundwork of future legislation.

We are also indebted to your Excellency for the consideration shown to the mercantile community in appointing members of the Chamber to the Municipal Corporation and to the Town Council.

We desire to express our grateful appreciation of the consideration and attention which your Excellency's Government has at all times given to the representations of the Chamber, when, as a public body, we have had occasion to address Government, on questions of mercantile or public interest, and of the honour you have done us in inviting opinions and suggestions from the Chamber on questions of importance that have been submitted to us by your Government.

In retiring from the high office you have filled with so much honour to yourself and advantage to the interests of Western India, you carry with you our best wishes for your future happiness and prosperity, and we most fervent-

ly hope that your Excellency may long be spared to serve India in the distinguished position which we look forward to your taking in the Imperial Parliament.

In the name and on behalf of the Bombay Chamber of Commerce,—We have, &c.,

CHAS. MACDONALD, Chairman.
J. N. GRAHAM, Deputy Chairman.
G. A. BARNETT,
JA. HUTTON,
O. FIEDLER,
JNO. G. RUSSEL,
RICHD. ROBERTS,
} Members of Committee.
J. GORDON, Secretary.

Chamber of Commerce, Bombay, 11th March, 1880.

His Excellency replying to the address said—I need not tell you that I have listened with the greatest interest and pleasure to the interesting Address which your Chairman has just read. My reply, however, will be briefer than it otherwise would have been, because, as most of you are aware, I had last evening a very favourable opportunity of making such remarks as would be applicable to this occasion. As most of these remarks were what may be called business opinions, I think I should best show my gratitude for your kindness and support if I offer one or two observations on the subjects mentioned in this Address. As regards the Prince's Dock I hope the Trustees will so adjust the charges that the shipping shall be induced soon to make more use of it. I feel convinced that sooner or later the shipping will enter the Dock, but at first we must be prepared for a little hesitation. You are aware of the conflicting interests which exist in connection with the scheme, and which are affected by the change, and you must not be disappointed if the Dock is not extensively used at first. I am sure the members of the Chamber will join with me in thinking that before long the Dock will be in general use. I am very glad you seem to approve of the Chamber being represented in the Trust, and that the election has had the result of placing one of your most promnient member on the Board. I rejoice to say that such measures as I was able to take in regard to the difficulty between yourselves and the Custom House have been

so very successful. What I have done appears to me to have been very slight, and I am glad that you, who are the best judges, are prepared to think well of it. Then there is the subject of communications. I read with the deepest interest the very able statements which were submitted to the Famine Commission by your excellent Secretary regarding the importance of such communications in the interests of trade. I think, perhaps, that the extent of the communications referred to is somewhat larger than these statements seem to imply, but still all persons who understand the country must thoroughly concur in the view so ably expressed as to such communications being all important. You will believe me when I say that no one can possibly recognise this fact more thoroughly than I do. (Applause.) Last night I ventured to mention some Railways that I thought ought to be and must be constructed, and I hope you will do your best in insisting on their being constructed. I entirely concur with what you say about the Kandahar Railway, which will be a mercantile railway ultimately, although it was constructed for other purposes, and will be connected with Bombay. Then there is the Eastern Deccan. There ought to be an immediate extension to the Panch Mahals and thence to Central India. Then there is the Hyderabad Railway by the Sind desert to Deesa, and the Taptee valley from Surat towards Khandeish. (Applause.) I would urge upon such an advanced section of the community as the Chamber of Commerce the importance of not always insisting on railways being perfectly completed at first; the great thing is to get them opened temporarily and then to make them permanent. Take the case of the Dhond-Manmad line, which although opened in the way I have mentioned, has done work for at least eight months of the year. I am not disputing for a moment the importance of permanent lines being ultimately made, for I know that no line can be efficient until it is made permanent; all I mean to say is this, that if we wait for every line to be made permanent, right off, we shall have to wait a very long time, and a line opened temporarily may do a great deal of work for some time and at a small cost. It is in fact a remarkable instance of the truth of the saying that half a loaf is better than no bread. Take another case in the Behar Railway. This railway was a temporary line made during the height of the famine. It was broken up du-

ring the rains and opened immediately after, has been open ever since, and is the beginning of a system of railways; and I could mention many other instances to prove that we would do well to pay more attention to the construction of such railways. The roads and communications depend, as you are aware, upon provincial finances, and I am sorry that I have not been able to do more than I have done during my Governorship, but what can you do in times of depression. Nevertheless during my term of office some very useful work has been carried out in this respect and many of the main roads running along the great Ghaut line have been permanently laid, for that perpendicular wall cannot be surmounted except by means of permanent road. I am very glad, of course, that you approve of the efforts I have been able to make in respect of the registration of partnerships. It has given me the greatest satisfaction to exercise the power the law has placed in my hands of appointing members of the Chamber to the Municipality and Town Council, and I venture to add that during my time this Chamber has been well represented in the Legislative Council. We have now had for some time two members of this Chamber in that Council, and when you consider it is a Council of 12 you must acknowledge that you are well represented. I think there is only one more remark that I should like to make, and it is this, that I fully recognise all that has been said by the Chamber about the importance of the octroi and transit questions. I may, I trust, be permitted to hope that you will be as free to communicate with my successors as you always have been with me. No Englishman who cares for his country can possibly fail to see the immense value of its commerce. Your personal interests are the interests of others and of the Government; what is for your good is for the good of trade, and what is for the good of trade is for the good of the country, and every official who understands the case and loves his country will always be happy to help forward commerce. With these remarks I venture to bid you farewell.

Mr. MACDONALD informed H. E. that many other members of the Chamber would have been happy to attend that morning, but were unable to do so on account of its being mail-day.

The deputation then retired.

APPENDIX L.

WUDHWAN STATION COTTON MARKET.

No. 753 OF 1879-80.

CAMP WUDHWAN, *16th March*, 1880.

From Major H. L. NUTT, 3rd Assistant Political Agent, and President General Committee, Wudhwan Station Cotton Market, to the SECRETARY to the CHAMBER of COMMERCE.

SIR,—The Wudhwan Station Cotton Market having now been in existence since November, 1873, and a considerable amount* of Cotton having passed through it between then and now, I have the honour to request you will kindly favour me with the opinion of your Chamber on the subject of its usefulness and general adaptability to the requirements of the day.

*The appended Statement A will show this.

2. If there are any points which have attracted the attention of any members of your Chamber, or if there are any defects which in your opinion may be remedied, I shall be very glad to have the same brought to the notice of the General Committee here.

3. An early reply to this letter is requested, as I propose assembling the General Committee for the despatch of all business in connection with the Cotton Market very shortly.—I have, &c.,

H. L. NUTT, Major,
3rd Assistant Political Agent, and President General Committee, Wudhwan Station Cotton Market.

A.

STATEMENT showing the total number of Cotton Bales passed through the Wudhwan Station Cotton Market.

Years.	No. of Bales.	Remarks.
1873-74	17,350	
1874-75	38,757	
1875-76	43,917	
1876-77	33,787	
1877-78	14,584	
1878-79	19,506	
1879-80	*1,424	*Up to 15th March, 1880.

H. L. NUTT, Major,
3rd Asst. Pol. Agent in charge Jhalawad.

Camp Wudhwan, 16th March, 1880.

No. 103 of 1880.

Chamber of Commerce, Bombay, 13*th May*, 1880.

To Major H. L. Nutt, 3rd Assistant Political Agent, and President General Committee, Wudhwan Station Cotton Market.

Sir,—I am desired by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 753 of the 16th March last, requesting the opinion of the Chamber on the subject of the usefulness of the Wudhwan Station Cotton Market, and its general adaptability to the requirements of the day.

From the enquiries which they have made, the Committee understand that the market has been a failure in so far that it has not been successful in developing improvements originally expected. It was hoped that the establishment of the market would be the means of attracting the ryots to it and of bringing them into direct daily communication with buyers for export, while it would enable Government to use its influence to get the transit duties (if not abolished) reduced to the lowest rate possible. It appears, however, that the market is not used as a place of buying and selling, because the bulk of the crop is contracted for in advance, and scarcely any business is done in ready cotton, that the market is, therefore, useless to the trade, and that it results in a heavy transit fee being levied on all cotton passing through. It has, indeed, been represented to the Chamber that, in the seven years, during which the market has existed, perhaps not 500 bales have been bought and sold within its enclosure save as an accident, and that the market is simply a registration and fee-collecting office into which no cotton dealer enters except under compulsion.

The Statement, which accompanied your letter, shows that a considerable number of cotton bales has passed through the Wudhwan Station Cotton Market, but the Committee learn that the cotton goes to Camp simply for selection and delivery under "forward" contracts, and that, what is not selected is, as a rule, pressed by the dealers and passes through the market on its way to Bombay. They further learn that (1) all cotton baled in Wadhwan (after being pressed) is forcibly passed through the market, and made to pay a fee of 10 annas per candy;

and that (2) all cotton pressed at other centres than the Camp, and simply in transit to Bombay, is compelled to pass through the market, to be registered, and to pay a fee of 8 annas per candy. Of the fees so levied, the Wudhwan Durbar, in the first instance, takes ½ or 5 annas per candy, and, in the second instance, 2½ annas per candy. The income of the market, however, must still be considerable, and the Committee would be glad if you would favour them with details of receipts and expenditure, showing the sources of the receipts, the mode of collection, and the manner in which they have been disbursed.

Levied as transit duties the fees charged seem to the Committee to be indefensible, and they are at a loss to understand why the Wudhwan Durbar should be allowed to impose such a tax.

The Committee also desire me to ask you if you will kindly favour them with information as to what would be the consequence of doing away with the market, and if, after its abolition, cotton passing through would still be subject to the transit duties now levied; and they propose doing themselves the honour of again addressing you on the subject after hearing from you on this point, and on the objectionable features of the market as indicated above.—I have, &c.,

J. GORDON, Secretary.

APPENDIX M.

CULTIVATION OF COTTON FROM AMERICAN SEED.

No. 1884 OF 1880.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 12*th April*, 1880.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—This Government have recently received from England a supply of about ¾ of a ton of American cotton seed marked "Peeler" and "Bunder." Cotton of this description, it is believed, can only be cleaned by the saw-gin, and so far as Government are aware, Dharwar is the only district where there are saw-gins. In the Dharwar district there are two or three steam saw-gin factories and a large number of hand saw-gins, probably about 1,500. Owing to the competition of the hand saw-gins the steam saw-gin factories have, Government believe, been worked at a loss. The bulk of the cotton crop is now cleaned in the S. M. Country by the hand gins, but these gins are in such a state of disrepair that the value of the cotton cleaned by them is greatly injured.

2. Government have now to decide how the American seed lately received should be utilised, and whether in view of the contemplated abolition, at an early date, of the Cotton Frauds Department the gin factories in the Dharwar Collectorate now kept and worked by that Department should continue to be maintained by the Government.

3. I am directed, therefore, to request that the Chamber of Commerce will be good enough to favour Government, at their earliest convenience, with their opinion on the following points :—

1st.—Whether having regard to the present condition of the Dharwar Cotton hand gins and the intended abolition of the Cotton Frauds Department, it is desirable to encourage the cultivation of American Cotton in the S. M. Country by the distribution of new seed.

2nd.—Whether, if the cultivation of American cotton is to be continued in the S. M. Country, the repairing of the gins should continue to be effected at Government factories or should be left to private enterprise.

3rd.—Whether, if Government withdraw from all interference in support of the cotton trade, private enterprise will provide the necessary machinery for ginning the American crop, or whether American cotton will cease to be cultivated in this Presidency.

4th.—If it should be decided to abandon the cultivation of American cotton in Dharwar, in what districts should the supply of seed now received be distributed ?—I have, &c.,

J. NUGENT,
Acting Secretary to Government.

P.S.—Besides the quantity of Peeler and Bunder seed already received, as above stated, a supply of 10 cwts. of Texas seed has been ordered, and will shortly arrive.

No. 94 OF 1880.

CHAMBER OF COMMERCE, BOMBAY, 17*th April*, 1880.

To the SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 1884, of the 12th instant, regarding the cultivation of American cotton in the Southern Mahratta Country, and the system of repairing the saw-gins.

With regard to your inquiry as to how the American seed lately received, and shortly to arrive, should be utilized, the Committee of the Chamber desire me to say that, as the Southern Mahratta districts have proved to be the most favourable for the growth of American seed cotton, it seems to them desirable that the seed, which is of small quantity, should be sent to one of those districts, and distributed in the neighbourhood of one of the steam-ginning factories to ryots who would undertake to bring the produce of such seed to be ginned at the factory.

The Committee desire me to add that the other points

stated by Government are under consideration, and that the views of the Chamber thereon will be communicated to Government as soon as practicable.—I have, &c.,

J. GORDON, Secretary.

No. 131 of 1880.

CHAMBER OF COMMERCE, BOMBAY, *22nd May*, 1880.

To the SECRETARY to GOVERNMENT, Revenue Department.

SIR,—With reference to your letter No. 1884 of the 12th ultimo regarding the encouragement of the cultivation of American cotton in the Southern Mahratta Country, and the repairing of the saw-gins, I have now the honour to submit the opinion of the Committee of the Chamber of Commerce on the points raised by Government.

1. The Committee do not think that because the Cotton Frauds Act may be abolished, the cultivation of American cotton in the Southern Mahratta Country should be discouraged. The two have little in common with each other, and it is well known that before the existence of the Act, the cotton grown from American seed was immensely superior in quality to what it has been for the last 12 or 13 years. The Committee, on the contrary, consider that it would be wise and desirable for Government to encourage the cultivation of American cotton by the distribution of new seed.

Nothing, the Committee believe, could conduce more to encourage the production of an improved quality of cotton in that country than the opening up of the cotton districts by railways, which would enable the European merchant to establish direct business relations with the Native producer in the interior of the country. When railway communication was introduced into Berar and Guzerat, European buying agencies and machinery were immediately spread over those provinces, and it was to the establishment of such agencies and machinery that the great and permanent improvement in the quality of the cotton grown in Berar and Guzerat is chiefly due. Similar results would be certain to follow the introduction of railways into the Southern Mahratta Country, and the Committee desire me respectfully to express their hope that as cotton cultivated there from

unmixed new seed would become a most valuable article of export, His Excellency the Governor in Council will kindly use his influence on every opportunity to promote the construction of railways in those districts.

In former years, the cotton grown in the Southern Mahratta Country from American seed was the best cotton produced in India: it brought a high price, and the demand for it was always active. Of late years, however, sawginned Dharwar cotton has fallen in value, and it is generally believed by the trade that the fall has resulted from the deterioration of the old exotic seed, from the promiscuous cultivation of exotic and indigenous seed together, and to a large extent also from bad ginning. If railway communication had been extended into the Dharwar districts, the deterioration would probably never have occurred, but, until railways are made, the Committee are of opinion that the importation and distribution by Government of new seed is the next best means of restoring and improving the quality of the cotton. Owing to the serious mixture of cuppas which took place during the years 1877-78, it has lately been almost an impossibility for ryots, however willing they might be to sow it, to obtain unmixed seed of American growth, and it would therefore be a boon to the districts were pure seed again introduced. The ryots have no organization to get the seed out, and the Committee recommend that Government yearly import and distribute a large quantity of American seed, which they think the ryots would gladly and thankfully receive and use. The Committee observe, from the Report on the Administration of the Bombay Presidency for the year 1878-79, that the extent of land under exotic cotton cultivation in Dharwar is 151,140 acres yielding 79,144 cwts., and they are of opinion that Government should make immediate provision for the supply of a quantity of new American seed sufficient for at least one-third of the whole of this area.

The Committee, as has already been observed, believe that the cultivators will gladly receive and use the new seed, but should it appear necessary to resort to any expedients, with the object of destroying the indigenous seed and of making the use of unmixed American seed popular, the Committee would suggest that Government give to the ryots a certain quantity of American seed in exchange for indigenous seed, care being taken that the latter is at once crushed, or brought in crushed by the ryots.

2. With regard to the saw-gins, and whether they should be repaired by Government or left to private enterprise, there is some difference of opinion in the trade ; but the Committee think that if the cotton were improved, private enterprise would provide the gins. The Chamber is making enquiries at home and in America about the latest improvements in gins. Were the Government factories closed, and the existing system of Government interference abolished, we should certainly see no worse, and would probably see a better quality of cotton turned out of the gins. The men hitherto employed in the factories would be on the spot, and would be able to make a living by repairing the gins, while gin-owners could make their own terms for the repairs, and would take care not to pay till the work was fairly done. In the factories, the workmen being sure of their pay from Government, are apt to be careless as to the state in which the gins leave their hands. The Committee are therefore inclined to recommend that the Government factories should be abolished, and that the repairing of the gins should be left to private enterprise. As a further reason for this recommendation the Committee desire me to say that it has been reported to them that great dissatisfaction exists among gin-owners at being compelled to pay an annual subscription of Rs. 12 or Rs. 15, whether they use their gins or not, or whether they wish them repaired or not, and it is said that to this dissatisfaction, and to a general feeling of disgust at the tax is in a great measure to be attributed the indifference with which the cultivation of American seed cotton is now regarded by the ryots.

3. The reply to this enquiry is mainly embodied in the preceding remarks. The Committee need only add that they apprehend that if new seed is not imported and distributed, the American seed variety in the Southern Mahratta Country will rapidly die out.

4. From what the Committee have seen of the results of cultivating cotton from American seed in India, they are inclined to think that the Southern Mahratta Country is the district in which that cotton can be cultivated with most advantage. American seed has been planted largely in Khandeish, but the cotton grown from it is not by any means equal to the cotton formerly grown in that district from Hingenghat seed—I have, &c.,

J. GORDON, Secretary.

APPENDIX N.

THE BOMBAY COTTON FRAUDS ACT.

The Governor General of India received a despatch from the India Council sanctioning the abolition of the Cotton Frauds Department. The Secretary of State desires that no time should be lost in carrying out the instructions contained in the despatch, which we reproduce here:—

To His Excellency the Right Honourable the GOVERNOR GENERAL of INDIA in COUNCIL.

MY LORD,—"I have considered in Council your despatch No. 13, of 15th September last, in which you urge strongly the repeal of the Bombay Cotton Frauds Act, 1878.

"2. The arguments adduced in favour of this course by your Lordship's Government as well as by different mercantile bodies in England and in India, are undoubtedly strong. To the first of these, however,—that in trade matters the State should not interfere to protect experts,—I do not attach great weight. The argument is, in fact, as regards the statement of the case which it involves, misleading. The object of special legislation has not been to protect experts, or to protect any individuals, but to guard the country from the misfortune of losing one of its most valuable export trades.

"3. But other arguments are more to the purpose. When the Act of 1863 was being discussed, it was generally admitted that a more effectual remedy than special legislation for the evils then injuring the trade would be a change in the nature of the trade itself, making honest dealing more advantageous than fraudulent dealing. This change, it is universally affirmed by those interested, has actually occurred, and as special legislation was resorted to in 1851 and 1863 only in accordance with a general consensus of mercantile opinion that it was necessary, it is reasonable now to give effect to a similar consensus that it is no longer necessary.

"4. It is shown also that, under the system of an export fee, a great deal of Cotton from places where the Act is not in force has to pay the tax without deriving any benefit, while a great deal more, that manufactured in the country, obtains whatever benefit the Act can effect without paying anything. It is further argued that the existence of the export fee only in Bombay tends to divert the trade unnaturally to other ports. And it is pointed out that the establishment at the port of Bombay cannot be of any use as regards the portion of the cotton, now the larger moiety, which arrives at that port full-pressed.

"5. Further, the view urged in paragraphs 8 and 9 of your despatch that the cotton trade of Bombay, in its present state, requires relief from any burden not absolutely necessary, should not be disregarded.

"6. These considerations, I agree with your Lordship's Govern-

ment, tells strongly against the law in its present form. But I am not prepared to concur in inference that all special legislation against frauds in the cotton trade is unnecessary and mischievous.

"7. Special legislation on the subject, it must be remembered, has existed for over fifty years, and was indeed part of the Original Penal Code of the Bombay Presidency enacted by the Government of the Honorable Mountstuart Elphinstone. It was approved, or objected to only as not sufficiently stringent, on many occasions, between 1838 and 1869 by the highest mercantile authorities both in England and in India. In consequence of such representations it was in 1851 extended to the island of Bombay, where it is acknowledged to have entirely stopped a system of gross fraud, which had sprung up there (although this was long before the American war caused the extraordinary demand for Indian cotton, which alone is now alleged to have made special legislation necessary) and threatened the total destruction of the Bombay cotton trade. The more stringent legislation of 1863 was adopted after a careful inquiry by a Commission, half of whose members where nominated by the Bombay Chamber of Commerce, who reported in the strongest terms that frauds in the cotton trade could be checked only by effective special legislation, and whose view was then almost universally approved by the mercantile community. The opinion that a change in the trade has done away with the need for special legislation, however weighty, is opinion merely and has not been brought to the test of experience, while other high authorities concur with the view of His Excellency the Governor of Bombay, that the withdrawal of all special safeguards against the frauds to which the cotton trade of Bombay is peculiarly liable would soon be followed by the revival of fraudulent practices to an intolerable extent. And, finally, it is believed that while there are greater facilities for adulteration in the Indian cotton trade than in that of America, it has been found desirable even in America to establish, though by the action of the trade itself, a system of supervision to guard against practices which might lower the character of the exported cotton. Till it has been found practicable to adopt some such system in Bombay, there seems to be reason for supplying its place by legislation.

"8. I cannot but fear that the entire abandonment of all special legislation against frauds in the Bombay cotton trade might be understood as an intimation that fraudulent practices may in future be carried on with impunity and might have unfortunate results. It must also be remembered that an essential portion of the present law, as well as of the Act of 1863, embraces the provisions regarding licensing presses and press marks, which do not appear to be anywhere objected to, and are believed to work beneficially.

"9. What, therefore, should now be done is to revert to the system in force before the passing of the Act of 1863, that is, whilst dispensing with any special establishment, and with the tax on cotton required to pay it, to retain special penal provisions against fraud and adulteration, which might be set in motion either by the party injured or by the magisterial authorities, who would practically put the law in force only when fraudulent practices might become flagrant and notorious. I have, therefore, directed the Bombay Government to introduce a Bill to repeal Act VII., Bombay, of 1878, and, at their discretion, either again to bring into operation Act IX., Bombay, of 1863, in which case the provisions of that law regarding the export

fee and the establishment would be kept in abeyance, or to re-enact the substance, of that law with the omission of those provisions.

"10. I shall, in due course, be informed, with reference to paragraph 10 of your despatch, what steps you have taken for the disposal of the balance of the Cotton Frauds Fund and for the abolition of the establishment."

RESOLUTION.—Copy of the despatch forwarded to this Government and of the despatch addressed to the Government of India by the Secretary of State on the subject of Cotton Frauds Legislation should be forwarded to the Commissioner in Sind and the Commissioners of Divisions and the Commissioner of Customs, Opium and Abkari.

2. The orders contained in paragraph 9 of the despatch to the Government of India must now be carried out with the least possible delay. A Bill should be prepared for introduction in the Legislative Council repealing Bombay Act VII. of 1878, and re-enacting the substance of Bombay Act IX. of 1863 with the omissions of the provisions relating to the export fee and the special establishment. The Bill when prepared will be introduced at an early date.

3. The Commissioner of Customs, Opium and Abkari, should be requested to give at once notice to all the officers employed in the Cotton Frauds Department, with the exception of Mr. Milne, regarding whose case orders have already been issued, that their services will be dispensed with after May 31st next. The Governor in Council regrets that he is obliged to adopt this course, but the instructions of the Secretary of State are peremptory and must be obeyed. The Commissioner of Customs, Opium and Abkari and the Commissioners of Divisions should do all that lies in their power to provide suitable employment for the subordinates of the Department who under these orders will lose appointments.

4. The Accountant General should be asked to favour Government at his earliest convenience with a report showing the amount of pension or gratuity to which the officers, superior and inferior, of the Cotton Frauds Departments will be entitled on the abolition of their appointments at the end of next month, and the head or heads to which these charges will be debitable.

5. Mr. Pratt should report to Government the precise amount now standing to the credit of the Cotton Frauds Fund, and also what will be the probable net balance on May 31st next.

JOHN NUGENT,
Acting Secretary to Government.

APPENDIX O.

SCHEME FOR ARBITRATIONS BY THE CHAMBER.

The following scheme for regulating Committees of Arbitratin was submitted by the Committee of the Chamber to the Members of the Chamber in General Meeting assembled on the 3rd of August, 1880, *and passed unanimously :—*

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it has been decided by the Committee of the Chamber to try and institute such a system as it may be hoped will attain this object. References to the Chamber shall be open to all persons ; and if any question affecting, or subject to, the custom of the trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter are willing to take it into consideration, and, if they consider it desirable, to appoint a special Sub-Committee of Arbitration for its settlement under the following regulations :—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committe, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Commitree may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take counsel's opinion, or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A fee of rupees thirty shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows:—Rs. 15 to the general funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a laborious case, involving the taking of evidence and more than two sittings, the fees shall be fixed by the General Committee, and distributed in the proportions above indicated. Any extra expenses incurred shall be borne by the disputants.

APPENDIX P.

COMPULSORY REGISTRATION OF PARTNERSHIPS.

PARTNERSHIPS' REGISTRATION ACT.

BOMBAY, 10*th February*, 1880.

JOHN GORDON, Esq., Secretary Chamber of Commerce.

DEAR SIR,—As requested, we beg to send you herewith a Draft Bill for the registration of trading partnerships in the Presidency Towns of Calcutta, Madras, and Bombay.

We have tried to draft the Bill in conformity with the wishes and intention of the Chamber, so far as the same are expressed by the correspondence (beginning many years back) between the Chamber and Government; and we have at the same time endeavoured to keep within the limits prescribed by the letter of the Government of India (No. 2699), dated the 3rd November, 1879.

But even if we have succeeded to that extent, we feel that the many practical difficulties suggested by the principal provisions of the Bill, will, when the experience of the Chamber is brought to bear upon them, call for so many changes and modifications that the Bill, as it stands now, will in all probability be useful only as a framework for the intended legislation.

We do not mean to imply that any difficulties exist which are insuperable, but merely that there are many which will be difficult to overcome, and which must naturally be found allied with a scheme whereof the main principle is a compulsory one, applied to a most intricate and delicate species of social relationship.

One effect of the Bill as at present framed will be to require the registration of every trading partnership in Bombay, from the partnership of the most eminent firms down to that of the humblest native dealers.

We believe that the mass of petty native dealers in the Bazaar either carry on business in partnership, or in names other than their own, and that the case of a dealer carrying on business in his own name is more or less exceptional.

To the class of dealer referred to, it will be startling in a high degree, if not a positive hardship, to find that unless his "partnership," and every change from time to time therein, be registered, he is to labour under the grave legal disability of being unable to sue his debtors in the High Court or in the Court of Small Causes.

It may perhaps be said that the Act ought to be so framed as to exclude the petty dealer from its operation. But here difficulty of no slight character at once arises. For although the distinction for ordinary practical purposes between a petty dealer's partnership and a firm of merchants operating on a large scale is obvious and easy enough, it is quite another matter to draw a hard and fast line in a legislative enactment between ordinary partnerships which shall be registered and ordinary partnerships which shall be exempted from registration.

We have adverted to this difficulty for the sake of example; it is one of a class which we will call "practical working difficulties" as distinguished from "legal difficulty."

We think there are no legal difficulties in the way of the proposed legislation; but that there are many "practical working difficulties."

It is not our purpose to attempt an enumeration of them. The knowledge and experience of the Chamber will enable it both to distinguish them, and to suggest in each instance an appropriate remedy, far better than we could do.

The same remark applies as strongly to the general question of the expediency of compulsory registration from a politico-economical point of view, and we therefore offer no observations thereon.—We are, &c.,

GRAIGIE, LYNCH, AND OWEN.

An Act for the Registration of Partnerships.

Preamble.

Whereas it is expedient for the greater security of commerce to make provision for the registration of the names of Members of trading Firms or Partnerships which carry on business in any of the Presidency Towns of Calcutta, Madras, or Bombay.

PART I.

PRELIMINARY.

Short Title.

1. This Act may be called the "Indian Partnerships Registration Act of 1880."

Local extent.

2. It extends to the Presidency Towns of Calcutta, Madras, and Bombay.

Commencement.

3. It shall come into force on the day of 188 .

Partnerships excepted from operation of this Act.

4. This Act shall not apply to any Company, Corporation, Association, or Partnership formed in pursuance of any Act of Parliament, or of any other Act of the Governor-General of India in Council, or by virtue of any Royal Charter or Letters Patent. And this Act shall not apply to any Partnership having for its object a single venture.

Interpretation Clause.

5. In this Act, unless there be something repugnant in the subject or context,

"Trading Firm or Partnership."

"Trading Firm or Partnership" means a trading business carried on, or shared in, by two or more persons under any name or names, or under any designation; and also means a trading business carried on by one person only, in a name other than the name of such person, or in more than one name, or under any designation implying more than one Partner.

"Single Venture."

"Single Venture" means a single enterprise, or a single transaction, of which the determination can be definitely fixed by the happening of a certain specific event or thing.

"Agent" means any constituted Attorney, Moonim, person signing per procuration, or duly authorised representative, of a trading Firm or Partnership.

"Agent."

"Registering Officer" means the Registrar for the time being appointed under the provisions of the "Indian Registration Act of 1877," at the Presidency Towns of Calcutta, Madras, and Bombay, respectively, or such other officer (if any) as may be appointed under the provisions of this Act for the purposes thereof.

"Registering Officer."

"Register" means the book or books kept by the Registering Officer for the purposes of this Act.

"Register."

"Partnership" means a trading Firm or Partnership.

"Partnership."

"Duly Registered" includes the Registration from time to time of all changes and alterations required to be registered by Section 7 of this Act.

"Duly Registered."

PART II.

PARTNERSHIPS TO BE REGISTERED, AND PARTICULARS OF REGISTRATION.

Partnership to be registered.

6. All trading Firms or Partnerships carried on, or having a place or places of business in any of the Presidency Towns of Calcutta, Madras, or Bombay, shall be registered at the Presidency Town or Presidency Towns, whereat they respectively carry on or have a place or places of business.

Particulars to be registered.

7. The following particulars shall be registered :—

(*a*) The name and ordinary place of residence of each Partner or Sharer, and the age, if a minor.

(*b*) The name, age, and ordinary place of residence of every Agent, Moonim, and person for the time conducting or assisting in the conduct of, or signing the name of the partnership in Calcutta, Madras, or Bombay.

(*c*) A statement of the nature and extent of the authority of such Agent, Moonim, or person.

(*d*) The place or places (wheresoever situate) of business of the Partnership.

(*e*) The name or style, or (if carried on in more than one name or style) the several names or styles of the Partnership.

(*f*) The introduction from time to time of any new Partner or Partners, Sharer or Sharers.

(*g*) The retirement or death from time to time of any Partner or Partners, Sharer or Sharers.

(*h*) Every change from time to time of any Agent of the Partnership.

(*i*) Every change or alteration in the place or places of business of the Partnership, or in the ordinary place or places of residences of the members thereof or Sharers therein.

(*j*) The dissolution of any Partnership registered under this Act.

PART III.

THE REGISTERING OFFICERS AND PLACE OF REGISTRATION.

Registering Officers.

8. The Registering Officers for the purposes of this Act shall be the Registrars of documents, for the time being respectively appointed by the Local Governments of Bengal, Madras, and Bombay at the Presidency Towns of Calcutta, Madras, and Bombay, respectively, under the provisions of the Indian Registration Act of 1877; but (*subject to the approval of the Governor General in Council*) the Local Governments of Calcutta, Madras, and Bombay may, if deemed expedient, appoint special officers to be Registrars for the purposes of this Act, with suitable establishments and salaries, and may from time to time suspend, remove, or dismiss any officer so appointed, and appoint other officers in their stead.

The Register.

9. The Registering Officer shall register alphabetically in books to be kept by him for the purpose every Partnership required by this Act to be registered by the name under which such Firm or Partnership carries on business in any of the Presidency Towns of Calcutta, Madras, or Bombay, and shall enter under, or opposite to, the name of such trading Firm or Partnership the particulars required to be registered by Section 7 of this Act.

Place of Registration.

10. Every Partnership required by this Act to be registered, shall be registered at the Office of the Registering Officer situate at the Presidency Town, whereat the business of such Firm or Partnership is carried on.

PART IV.

OF THE MODE OF REGISTRATION.

Partners or Sharers to sign their names in the Register.

11. Except in the cases provided for by Sections 27 and 28 of this Act, every Partner or Sharer in a Partnership required by this Act to be registered, and every Agent of such Partnership, shall attend at the Office of the Registrar at the proper time or times to be appointed by him, and such Partner or Sharer shall then enter in the Registrar's book his signature or mark, and such signature or mark shall be attested by the Registrar, who may require such evidence of the identity of the person inscribing his signature or mark as the Registrar may deem expedient.

Particulars to be entered by the Registrar.

12. The particulars relating to each Partnership, and required to be registered by Section 7 of this Act, shall at the same time and place be ascertained by the Registrar from the person or persons inscribing the signatures or marks required by the last preceding and next following Section of this Act, and the Registrar shall thereupon enter such particulars in the Register in the manner directed by Section 9 of this Act.

13. In the case of a trading Firm or Partnership wherein an undivided Hindu family may be a Partner or Sharer, or Partners or Sharers, it shall be lawful for the managers or manager of the business affairs of such family to enter on the Register the name of each member of the family, and the Registrar shall thereupon cause a notice to be served on each person whose name shall be so registered, and such notice shall require the person so registered to state his dissent or objection (if any) to the registration of his name within one month from the date of the service of the notice.

Manager of Hindu undivided family may register members of family.

14. In case any person whose name shall have been registered under or by virtue of the last preceding Section of this Act shall, within one month from the receipt of the Registrar's notice, express his dissent and request the Registrar to remove his name from the Register, the Registrar shall forthwith erase from the Register the name of the person so dissenting.

Registrar to remove the name of any person dissenting.

15. Every alteration in the constitution of a trading Firm or Partnership by introduction, retirement, or death of a Sharer or Partner, or by change of Agent, shall be registered by a continuing Partner or Sharer in, or by the Agent for the time being of such Partnership in the manner required by Section 11 of this Act.

Alterations in Partnership to be registered by Partner or Sharer or Agent.

PART V.

OF THE TIME FOR REGISTRATION, AND OF THE OBLIGATION TO FURNISH INFORMATION TO THE REGISTRAR.

16. Partnerships required to be registered by this Act may be registered at any time after this Act shall have come into force.

17. All changes or alterations required to be registered by this Act shall be registered within a reasonable time of any such change or alteration being effected. And the Registrar may at any time, upon the request of any Member or Agent of a Partnership registered under this Act, require the Members or Member or Agent of any other Partnership registered under this Act to state whether in such Partnership there have been any, and, if any, what changes or alterations requiring to be registered under this Act but which have not been registered.

Registration of changes in Partnership.

18. If any person who may effect registration of a Partnership or of any particular relating thereto, under the provisions of this Act, or who may be required to furnish information under Section 17 of this Act, shall at any time furnish false information, or omit or refuse to furnish information, to the Registrar, such person shall be proceeded against under such provisions of the Indian Penal Code, or of the law for the time being in force, as may provide for the punishment of persons furnishing false information, or omitting or refusing to furnish, information, to a public servant.

PART VI.

OF THE EFFECTS OF REGISTRATION AND NON-REGISTRATION.

Unregistered Partnership shall not have power to sue.

19. No trading Firm or Partnership required to be registered by this Act shall, unless registered, have power to sue or to institute proceedings in the High Courts or in the Courts of Small Causes at any of the Presidency Towns of Calcutta, Madras, or Bombay.

Members of unregistered Partnership shall not have power to sue *inter se*.

20. No Partner or Sharer in a trading Firm or Partnership required to be registered by this Act shall, unless such Firm or Partnership be duly registered, have power to sue a Co-partner or Co-Sharer in the High Courts or in the Courts of Small Causes at any of the Presidency Towns of Calcutta, Madras, or Bombay.

Effect of Registration.

21. Every person who has inscribed his name in the Register as a Partner or Sharer in a trading Firm or Partnership shall be deemed to be a Partner or Sharer therein, and shall be estopped from denying that he is a Partner or Sharer, unless and until his retirement or the dissolution of the Partnership has been registered in the manner required by this Act.

Effect of Registration of members of an undivided family.

22. In the case of Registration by a member or members of an undivided Hindu family of the names of the members of the family as Partners or Sharers in a trading Firm or Partnership, such Registration shall only be *primâ facie* evidence that the persons so registered are Partners or Sharers.

PART VII.

OF SEARCHING REGISTER, OF REGISTRAR'S CERTIFICATES OF REGISTRATION, AND OF THE FEES FOR REGISTRATION, SEARCHES, AND CERTIFICATES.

Register to be open for inspection, and Registrar to grant Certificates of Registration.

23. Any person may search or inspect the Register on payment of a Fee to be fixed in manner provided by this Act.

Registrar's Certificate.

24. The Registrar shall grant to any person applying for the same a Certificate of the Registration of any Partnership, and of all or any of the registered particulars relating thereto, upon payment of a Fee to be fixed in manner provided by this Act.

Publication of Fees.

25. A table of the Fees so payable shall be published in the Official Gazette, and a copy thereof in English and the chief Vernacular language of the Presidency Town shall be exposed to public view in the Registrar's Office.

Fees to be fixed by Local Government.

26. The Local Government shall prepare a table of Fees payable—

(*a*) for registration of Partnerships and of the particulars required by this Act;

(*b*) for registration of any alteration or change ;
(*c*) for searching the Register ;
(*d*) for Registrar's Certificates ;
(*e*) for Registrar's attendance at private residence or elsewhere ;
(*f*) for issuing Notices under Section 12 of this Act ;
(*g*) for requiring information under Section 17 of this Act, at the instance of a Member of registered Partnership ;

and for such other matters as appear to the Local Government necessary for the purposes of this Act.

And the Local Government may from time to time alter the table of Fees.

PART VIII.

MISCELLANEOUS.

Registrar may attend at private residence.

27. The Registrar may, on special cause being shown, attend at any place or places of business, or at any private residence, and there exercise the powers of Registration given to him by this Act.

Agent may register names of absent Partners.

28. If any Partner or Sharer in a trading Firm or Partnership shall be absent from the Presidency Town, his name may be registered by an Agent duly authorised by Power of Attorney executed in the presence of, and attested by, any Court, Judge, Magistrate, or Notary Public, or Representative of Her Majesty, or of the Government of India.

Registering Officer not liable for *bonâ fide* acts.

29. *No Registering Officer shall* be liable to any suit, claim, or demand by reason of anything done or refused in good faith in his official capacity.

Act not to affect legal *status* of Hindu families.

30. Nothing in this Act shall affect the legal *status* of an undivided Hindu family.

REPARTNERSHIPS' REGISTRATION.

BOMBAY, 22*nd May*, 1880.

JOHN GORDON, Esq., Secretary Chamber of Commerce.

DEAR SIR,—We return herewith the letter of the Honourable Mr. Graham, which you left with us on the 11th instant.

Mr. Graham suggests that possibly an equally efficacious mode of dealing with the evils which it has been proposed to remedy by means of a partnership registration Act would be to make a man responsible under heavy penalties for the *bonâ fides* of his signature when it indicates that others besides himself are included, and Mr. Graham desires to know whether there already exists any Act to which clauses to meet the case could be added, and whether his suggestion would be calculated to meet the difficulties that must be tackled.

As regards Mr. Graham's first inquiry, we think that the only existing Act to which clauses such as he suggests could be added is the Indian Penal Code (Act XLV. of 1860).

In order to effect such adddition to the Indian Penal Code, a short Act of the Government of India would be necessary, framed after the

model presented by Act XXVII. of 1870,—or by Act XIX. of 1872, which Acts were respectively passed in order to make additions to, and amendments in, the Indian Penal Code.

We think, however, that Government might possibly object to any clauses of the nature suggested being added to the Penal Code, on the ground that such clauses are to affect a class or section only of the community. If Government should consider this or any other objection insuperable, Mr. Graham's suggestion could then be carried out by a special enactment.

Next comes the question whether the suggestion, if carried out, would be calculated to meet the difficulties of the case—would in fact be as efficacious as compulsory registration.

This question can only be determined by a comparison of the two remedies, and of the results which might be anticipated from the use or working of such remedies respectively.

In the first place, it is worthy of remark that a remedy by registration is essentially different in character from a remedy which brings pains, or penalties, in its train. The one remedy belongs to the civil side of the law, the other to the criminal. The one is protective, the other deterrent.

In order to place side by side the probable working result of either remedy, we will suppose, on the one hand, that a registration Act in some such form as the Act already drafted has become law. A man desirous of ascertaining who constitute the firm with which he is dealing searches the register, or obtains the necessary extract therefrom. The correctness of the information so obtained by him will of course depend, either wholly or in a great measure, upon the truthfulness with which it has been furnished to the Registrar. But there would, we think, be every probability that the information so given was true, for the following reasons :—

a. The deliberation with which it would have to be given.

b. The power of the Registrar to have the giver of false information punished.

c. The disabilities under which a firm not properly or truly registered would labour.

d. The inquires which the Registrar would have presumably made, in accordance with the provisions of the Act.

Next we will suppose that the person who had obtained his information from the Registrar should have occasion to sue the firm concerned.

In this event, a person who had himself inscribed his name in the register would be estopped from denying that he was a partner, whilst in the case of a person whose name had been entered by an agent it would be extremely difficult for him to escape liability by denying that he was a member of the partnership. The burden of showing that he was not really a member or partner would be cast upon him by the Act, and in addition to proving that he was not really a partner, he would likewise have to prove that he had given no authority to the agent who had entered his name, and that he had no knowledge that his name had been registered, and this it ought to be impossible for him to do, if the provisions of the Act as to notice by the Registrar, &c., should have been properly carried out.

There can be no doubt, therefore, that the protection afforded by the Act, if passed, would be of a real and substantial character.

Let us now, on the other hand, suppose that in lieu of a Registration Act, provision shall be made that upon application by any person any member of a firm shall be bound to supply true information as to the persons who constitute the firm, and that he shall be subject to penalties in the event of his refusing information, or supplying false information.

We will assume that information furnished to an inquirer turns out to be false, or is alleged to be false by some person whose name had been given as that of a partner in the firm.

In the first place, as far as the inquirer and his interests are concerned, he will then be in no better position as regards making the firm liable than he was before the information was furnished, whereas we think it is clear that the contrary would be the case under a Registration Act, if the particulars registered afterwards turned out to be, or were alleged to be, false.

In the next place, we will assume that the deceived inquirer desires to punish the false informer, and, in order to do so, has recourse to a Magistrate to put in force the penal provisions in question.

Will it be easy to obtain a conviction?

We doubt it very much.

Not only do we think that the strict proof which would be required of actual falsity would in almost every case be very difficult to supply, but also it seems to us probable that a very simple form of connivance would enable an accused person to escape.

In any case the process of obtaining a conviction would generally be a troublesome and unthankful task.

The above remarks refer only to the case of false information being furnished, and not to the case of a refusal to give information.

As regards a *refusal* to give information, we question whether an inquirer would in ninety cases out of a hundred trouble himself to take the matter before a Magistrate. In all probability he would be content to renounce all dealings with any person refusing to give information.

To examine all the reasons *pro* and *contra* either of the remedies under consideration would lengthen this letter unduly. But weighing only to the above extent the remedy of registration, against the remedy of penal clauses, we cannot but think that the latter remedy would not prove so efficacious as the former.

We have dealt only with the two questions upon which we understood that our opinion was desired. But it may be well to add that we think objections would be raised by Government to any legislation which would make untrue information furnished by one trader to another a penal offence;—on the ground, for instance, that the giving of such untrue information, however reprehensible morally speaking, could not be made strictly to fall within that definition of a "public offence" by which wrongful acts must be measured if punishment is to be provided for them by the State.

It is quite possible that this and every other objection could be met satisfactorily, but for this purpose it is at least likely that much time and trouble would have to be expended.

Perhaps some of the difficulties which attend the working of the Registration scheme might be cleared away if every firm were compelled by law to keep its own register, containing all the particulars which are thought to be necessary; such register to be open for in-

spection to *bonâ fide* inquirers, and certified copies to be granted thereof if required, just as, for instance, public companies are compelled, under penalty, to keep at their own offices a Register of Shareholders, with their addresses, occupations, &c., and are bound to give inspection and furnish certified copies of such Register, &c.

We have not, however, considered whether such a plan would work effectively.—We are, &c.,

CRAIGIE, LYNCH, AND OWEN.

PROCEEDINGS OF THE SPECIAL GENERAL MEETING OF THE CHAMBER HELD ON THE 3RD OF AUGUST, 1880.

A Special General Meeting of the Bombay Chamber of Commerce was held on Tuesday the 3rd August, 1880. The Hon. Mr. J. N. Graham, of the firm of Messrs. W. and A. Graham & Co., Chairman of the Chamber, presided.

COMPULSORY REGISTRATION OF PARTNERSHIPS.

The Chairman—You will be disappointed to hear that in consequence of the practical working difficulties attending legislation on the subject, we have been unable to lay before you any satisfactory scheme for the compulsory registration of partnerships. On the several occasions on which this question has been agitated by the Chamber I do not think it was anticipated that the obstacles we should meet with would prove so formidable. Nor apparently did our solicitors foresee all the difficulties, for although they told us last year that it would be quite feasible to prepare an enactment which would be of great value and assistance to those engaged in mercantile business, nevertheless, after having actually dealt with the framing of an Act they confessed when laying it before us that the many practical working difficulties suggested by the principal provisions of the Bill would call for so many changes, that as it stood it would be useful only as a ground-work for legislation,—not that the difficulties were insuperable, but that there are many which it would be hard to overcome, and which must naturally be found allied with a scheme, whereof the main principle is a compulsory one applied to a most intricate and delicate species of social relationship. In a Memorial addressed to Government this Chamber expressed itself as being deeply impressed with the necessity of legislation, and stated that had there been a compulsory Act many of the frauds which had at that time occurred would have been impracticable, and from the fact that the object for which the Chamber advocated legislation was the protection of European houses dealing with Native firms, I think it is sufficiently obvious that the scheme advocated was not for universal application. But here, as our solicitors point out, a great difficulty confronts us in respect of drawing a hard and fast line in a legislative enactment between ordinary partnerships which shall be registered and ordinary partnerships which shall be exempted. Seeing how influentially the two Memorials forwarded to us last year were signed both by European and Native merchants, and how urgently we were asked to deal with the question, both the General Committee and the one especially appointed to consider the matter were impressed with the necessity of using their utmost endeavours to overcome all difficulties in the way of legislation, but after several protracted discussions we

found it impossible to suggest any practicable solution of the problem as to how the incidence of the Act might be confined to the classes for whom it was more particularly intended. It seems to me that we should act very cautiously in this matter. The exceptional character of the Act, and the complicated nature of the mercantile and petty trading classes which it would affect, are enough to make us pause before advocating the adoption of legislation, which would introduce an elaborate registering machinery more or less costly, and to some extent vexatious, the universal application of which would not unreasonably cause great dissatisfaction. At the same time seeing that there are occasions when merchants are tempted to shelter their fraudulent practices under the loose customs peculiar to their own section of the community, it is a great evil that those who have trusted to the *bonâ fides* of their statements should feel that they have been helpless to protect themselves against such deceit. The difficulties of dealing with the subject are, however, now more clearly before us, and the whole question can at any time be taken up with much fuller information than has ever been the case before, and if any practicable measure can be suggested the committee will, I am sure, welcome the success of any one who may have been able to solve the difficulties. In presenting the draft Bill, no special resolution was to be brought forward on the subject, but perhaps some gentleman might have some remarks to offer.

Mr. Kittredge asked what the Committee proposed to do in case nothing was said on the matter. If they proposed to tell Government that they were ready to drop the matter, then he thought they need not say anything.

The Chairman said the proposition was to record the report. He forgot to mention a fact, which he might have alluded to, and that was that there was an Act now being discussed in England on the same subject. In many ways the difficulties to be contended with at home were less than they were in India, and he thought it would be desirable, considering the difficulties which they found to exist, to wait and see what would be done with the Act in England.

Mr. Douglas trusted that nothing they did that day would be taken to mean that they were prepared to see the subject shelved altogether. He trusted that the matter would be held in abeyance, and that when there was a reasonable chance, it would be brought up again.

Mr. Kittredge said his views on the subject were quite the opposite. He should be very glad to see the matter shelved altogether. It seemed to him that they had got into a corner. They had repeatedly requested Government to give them an Act compelling the registration of partnerships; the Government had repeatedly told them that the difficulties in the way of framing a bill were so great that their request could not be entertained. In spite of this they had renewed their request, and Government then told them to draw up an Act themselves. They attempted to do so, but they found they could not do it. He thought that the best thing they could do was to acknowledge their inability to frame an Act. Anyone who had read the Report of the Committee, he thought, must come to the opinion that the construction of any Act, satisfactory to all sections of the community, was absolutely impossible. He was of opinion, moreover, that the principle of the Act was antagonistic to the principle on which they asked for the abolition of the Cotton Frauds Act, and to the

principle on which they often asked Government not to interfere with trade. They were continually telling Government that they did not want their assistance, that they did not want them to come between manufacturer and merchant, between buyer and seller, between employer and employee; yet here was an Act which they asked for, which recognised Government interference. He thought the Bill was wrong in principle and impossible in practice, and he should be very glad to see it shelved—in fact, for his own part, he would go up to Government and acknowledge that they had made a mistake and that they did not now want the Bill.

The Chairman said it seemed to him that it was not necessary to take any particular steps in the matter. They had brought the subject up to a certain point. The Committee had shown the difficulties which existed, and they had to wait for the Alexander who was to cut the Gordian knot, and solve the difficulties.

After some further discussion, the following motion, proposed by Mr. Kittredge, and seconded by Mr. Kapp, was carried, four members voting against it :—"That the Committee be instructed to inform Government that the practical working difficulties which have appeared in drawing up the Bill for the registration of partnerships have been so many and so great that they must for the present withdraw their request for an Act for this purpose."

No. 220 of 1880.

BOMBAY CHAMBER OF COMMERCE, *18th August*, 1880.

To the UNDER-SECRETARY to GOVERNMENT, Judicial Department, Bombay.

SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 7006, of the 19th November last, relating to a proposed legislative enactment for the compulsory registration of partnerships, and inviting the Chamber to submit to Government a draft Bill embodying within certain limits the provisions which the Chamber would wish to see enacted on the subject.

The Committee desire me in the first place to convey to His Excellency the Governor in Council the thanks of the Chamber for His Excellency's courteous compliance with its request in urging the introduction of this measure upon the Government of India.

On receiving your communication the Committee instructed their Solicitors to prepare a draft Bill accordingly; but the Committee, after carefully considering the provisions of the Bill, were unable to accept the principles upon which it was based, nor were they able to bring forward any

scheme which they could recommend the Chamber to adopt. The draft Bill, with the Committee's Report to the Chamber thereon, and the correspondence therein referred to, were submitted to the Chamber in General Meeting assembled on the 3rd instant, when, after some discussion, the following resolution was passed, with only four dissentients:—

> "That the Committee be instructed to inform Government that the practical working difficulties which appeared in drawing up a Bill for the registration of partnerships have been so many and so great, that the Chamber must for the present withdraw their request for an Act for the purpose."

The Committee desire me to forward, for the information of Government, 12 copies of the papers submitted to the General Meeting, and of the proceedings of the Meeting thereon, and respectfully to request that His Excellency may be pleased to forward copies thereof to the Government of India.—I have, &c.,

J. GORDON, Secretary.

APPENDIX Q.

THE PETROLEUM BILL, 1880.

No. 199 OF 1880.

BOMBAY CHAMBER OF COMMERCE, *30th July*, 1880.

To the SECRETARY to GOVERNMENT, Judicial Department, Bombay.

SIR,—I am directed to inform you that at the General Meeting of the Chamber on the 3rd August next, the Petroleum Bill, which is now before the Legislative Council of the Governor General, will be discussed by the Chamber.

As the Honourable Mr. Stokes in moving for leave to introduce the Bill mentioned (*vide* Supplement to the *Gazette of India*, dated 17th July, 1880, page 1201) that, in November 1878, the notice of the Governor General in Council was first drawn to the subject by the Government of Bombay with a view to legislation, I am desired by the Committee of the Chamber respectfully to request that His Excellency the Governor in Council will kindly furnish the Chamber with any information or reasons on which the application made by the Government of Bombay to the Government of India to legislate on this subject was made; and it would, I am desired to add, be a great convenience to the Chamber if the information could be supplied before the Meeting of the Chamber on Tuesday next.—I have, &c.,

J. GORDON, Secretary.

No. 2219 OF 1880.

GENERAL DEPARTMENT,
BOMBAY CASTLE, *3rd August*, 1880.

From J. NUGENT, Esq., Acting Secretary to the Government of Bombay, to J. GORDON, Esq., Secretary to the Chamber of Commerce, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter of the 30th ultimo requesting to be furnished with information in regard to the communication of November 1878 from this Government to the Government of India which was referred to by the Hon'ble Mr. Stokes in moving for leave to introduce the Petroleum Bill into the Supreme Legislative Council, as having first drawn the attention of the Government of India to the subject of the Bill.

2. In reply, I am directed to forward herewith a copy of the communication in question, being extract para. 2 of the letter from this Government to the Government of India, No. 3618, dated 29th November, 1878, submitting the Chemical Analyser's Report for 1877-78 to that Government. A copy of para. 66 of the Report, which is referred to in the extract, and copies of paras. 65 and 73 respectively of the

Chemical Analyser's Report for 1876-77 and 1878-79, bearing on the subject of the dangerous nature of the kerosine oil imported into Bombay, are also enclosed for the information of the Chamber.—I have, &c.,

H. A. ACWORTH,
For Acting Secretary to Government.

Extract para. 2 from a Letter No. 3618, dated 29th November, 1878, from the Government of Bombay to the Secretary to the Government of India, Home Department.

2. In para. 66 of the Report Mr. Lyon points out the dangerous nature of the kerosine oil imported into and sold in Bombay; and as it cannot be supposed that Bombay is the only port where oil of this description is imported, I am desired to request that the attention of the Government of India may be drawn to the subject with a view, if necessary, to legislation being resorted to for improvement in the quality of the oil imported.

(True Extract)
H. A. ACWORTH,
Acting Under-Secretary to Government.

Extract para. 66 from the Report of the Chemical Analyser to Government for the year 1877-78.

66. Two samples of kerosine oil obtained in the Bombay market were sent for examination by the Commissariat. One of these I found to flash at 83° and take fire and burn continuously at 100°F. The other flashed at 82° and took fire and burned continously at 97°F. A reference to para. 65 of my report for last year will show that of six samples of different brands of kerosine obtained during the last two years in the Bombay market, only one had a fishing point as high as 93°F., and that four out of the six flashed at 84°F. or under. All, except one, also were found to take fire and burn continuously at 100°F. or below.

The details are as follows :—

No. 1	flashed at	85°F.		
„ 2	„	86°F., and took fire at		95°F.
„ 3	„	93°F.	„	106°F.
„ 4	„	85°F.	„	89°F.
„ 5	„	83°F.	„	100°F.
„ 6	„	82°F.	„	97°F.

I would again call the attention of Government to the very dangerous nature of such oil, and again point out that in England kerosine oil flashing below 100°F. is deemed to be sufficiently dangerous to require special legislation (34 and 35 Vic., cap. 105) with the view of restricting its storage, &c. In Bombay, however, with a higher average temperature than in England, kerosine oil flashing at temperatures well below 100°F. appears to be imported and retailed with impunity.

(True Extracts)
H. A. ACWORTH,
Acting Under-Secretary to Government.

Extract para. 65 of a Report from the Chemical Analyser to Government for the year 1876-77.

65. I may next mention four samples of kerosine oil, three of which were samples tendered to the Commissariat Department for the use of the Government Observatory at Colaba, and the fourth, a sample sent by the Superintendent of the Observatory. The first sample sent by the Commissariat Department was found to flash at a temperature below 85° F., and in consequence I advised its rejection. Upon this another sample was sent, accompanied by a copy of a certificate, dated New York, June 14th, 1876, from a firm of "Inspectors of crude and refined petroleum," that the "burning test of the oil was 112°;" this sample was found to flash readily at 86° F., and take fire and burn continuously at 94° to 95° F.; it clearly, therefore, did not correspond to its accompanying certificate. Subsequently, a third sample was sent with a copy of a certificate, dated Boston, January 20th, 1876, signed by a "State Inspector, City of Boston," from which I quote; "find the flash point to be 100° and upward, and the igniting point or fire test to be 120° and up degrees Fahrenheit." This sample I found to flash at 93° F., and take fire and burn continuously at 106° F.; it also, although better than the others, by no means corresponded to its certificate. Lastly, the sample sent by the Superintendent of the Observatory, unaccompanied by a certificate, I found to flash at 84° to 85° F., and take fire and burn continuously at about 89° F. It will be noticed that the flashing point of all four samples was considerably under 100° Fahrenheit, the point fixed in 34-35 Vic., cap. 105 (The English Petroleum Act), and this, notwithstanding the fact that two out of the four samples were accompanied by certificates to the contrary by the Act referred to petroleum flashing below 100° F., is considered to be sufficiently dangerous to require special lagislation for the purpose of controlling its storage, and this, too, in a climate where the average temperature is very much lower than in Bombay.

(True Extract)
H. A. ACWORTH,
Acting Under-Secretary to Government.

Extract para. 73 of a Report from the Chemical Analyser to Government for the year 1878-79.

73. The flashing point of fourteen samples of kerosine oil was determined. One of these was a sample of oil obtained from the Bombay and Baroda Railway Company's stores; it was reputed to flash at 120° F.; but on testing it I found it to flash freely at 91° F. I did not test it below this temperature. Another was a sample obtained from England specially for the use of the Colaba Observatory. Its flashing point was 102° F. The remaining twelve samples were examined for the Bombay Commissariat under the following circumstances. Instructions were issued by circular from Army head-quarters regarding the lighting of Barracks in the Bombay Presidency with kerosine oil. In these instructions the flashing point of the oil to be employed was put at 110° F. The Commissary General, Bombay, reported with reference to these instructions that the oil generally

obtainable in Bombay flashed at 86° F., but that he had contracted for Devoe's or Cameron's oil, certified not to flash under 100° F. The Commissariat then forwarded for examination two samples of kerosine oil from each of five stations in the Bombay Presidency, viz., Bombay, Poona, Ahmedabad, Mhow and Hyderabad, of which in each case one sample represented the oil supplied by contractors at these stations for use in 1878-79, and the other oil similarly supplied for 1879-80. At the same time, for comparison, two samples of oil from the Bengal Commissariat were forwarded. The result of the examination of these twelve samples was as follows :—All the Bombay samples, with the exception of one flashed at the temperature of the air, at the time of the experiment, viz., 88° F. The exceptional sample was labelled Mhow 1879-80 and flashed at 126° F. The two Bengal samples flashed at 100° F. and 99° F. respectively. I have already in previous Reports called attention to the dangerous nature of the kerosine oil imported into Bombay.

(True Extract)

H. A. ACWORTH,

Acting Under-Secretary to Government.

CHAMBER OF COMMERCE, BOMBAY, 14*th August*, 1880.

To the SECRETARY to the GOVERNMENT of INDIA, Legislative Department, Simla.

SIR,—I am directed to inform you that at a Special General Meeting of the Chamber of Commerce held on the 3rd instant, the following Resolution, of which due notice had been given to members, regarding the Petroleum Bill, which is now before the Legislative Council of the Governor General, was carried unanimously, namely :—

"That hitherto Municipal rules have proved sufficient to guard against any dangers, real or supposed, in the case of kerosine oil.

"That in the opinion of this Chamber nothing has been brought forward to call into operation even the provisions of Section 37 of Act XII. of 1875, and that, until that provision has been proved to be ineffectual, no further legislation is needed.

"That the Bill introduced into the Legislative Council of India, called the Petroleum Bill, must, if made law, seriously restrict, if it does not entirely check this important and rapidly growing trade.

"That the Government of India be respectfully requested to postpone further consideration of the proposed Bill until good cause be shown for the necessity of restrictive measures.

"That the Committee of the Chamber be requested to represent these views to his Lordship the Governor General in Council."

In forwarding this Resolution for the consideration of the Government of India, the Committee of the Chamber desire me respectfully to invite the attention of Government to the proceedings of the Chamber which are attached hereto, and with great deference to

urge that, if Government are unwilling to withdraw the Bill, the further consideration of it may at least be postponed until the Council returns to Calcutta, when it may be possible to send a deputation from Bombay to confer with the Select Committee on the subject.—I have, &c.,

J. GORDON, Secretary.

No. 2414 OF 1880.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 17*th August*, 1880.

From J. NUGENT, Esq., Acting Secretary to the Government of Bombay, to J. GORDON, Esq., Secretary to the Chamber of Commerce, Bombay.

SIR,—I am directed by His Excellency the Governor in Council to forward the accompanying copy of a Bill, introduced in the Council of His Excellency the Governor General of India for making Laws and Regulations, to regulate the importation, possession and transport of petroleum and other substances of a like nature, together with copies of its connected papers noted in the margin, and to request that you will be so good as to favour this Government with any remarks the Chamber of Commerce may desire to offer on the subject of the proposed measure, before the 15th proximo at the latest.—I have, &c.,

Statement of Objects and Reasons letter from Messrs Wallace & Co., Bombay, dated 6th March, 1880.

J. NUGENT,
Acting Secretary to Government.

A Bill to regulate the Importation, Possession and Transport of Petroleum and other substances of a like nature.

Whereas it is expedient to regulate the importation, possession and transport of petroleum and other substances of a like nature ; It is hereby enacted as follows :—

Preamble.

Preliminary.

Short title. 1. This Act may be called "The Petroleum Act, 1880";

Commencement. and it shall come into force on the first day of January, 1881.

Local extent. The provisions of this Act relating to—

(*a*) dangerous petroleum, and

(*b*) the importation of first-class and second-class petroleum,

extent to the whole of British India. The rest of this Act extends only to such local areas as the Local Government may, from time to time, by notification in the official Gazette, direct.

Repeal of enactments.

2. The Indian Ports Act, 1875, section thirty-seven, and Bengal Act No. III. of 1865 (*to make better provision for the prevention of injury from fire in ports, and to provide for the safe keeping of inflammable oils in ports and places within the Provinces under the control of the Lieutenant-Governor of Bengal*) are hereby repealed.

Interpretation clause.

3. In this Act, unless there is something repugnant in the subject or context,—

"Petroleum." "Petroleum" includes also the liquids commonly known by the names of rock oil, Rangoon oil, Burma oil, kerosine, paraffine oil, mineral oil, petroline, gasoline, benzol, benzoline, benzine and any inflammable liquid that is made from petroleum, coal, schist, shale, peat or any other bituminous substance, or from any products of petroleum.

But does not include any oil ordinarily used for lubricating purposes, and having its flashing point at or above two hundred and fifty degrees of Fahrenheit's thermometer.

Explanation.—The flashing point of petroleum means the lowest temperature at which the petroleum yields a vapour which will furnish a momentary flash or flame when tested with the apparatus and in the manner described in the Schedule hereto annexed.

"First-class petroleum." "First-class petroleum" means petroleum having its flashing point at or above one hundred and three degrees of Fahrenheit's thermometer:

"Second-class petroleum." "Second-class petroleum" means petroleum having its flashing point at or above eighty-three, but below one hundred and three, degrees of Fahrenheit's thermometer:

"Dangerous petroleum." "Dangerous petroleum" means petroleum having its flashing point below eighty-three degrees of Fahrenheit's thermometer:

"Import." "Import" means to bring into British India by sea or land:

and importation means the bringing into British India as aforesaid.

"Transport." "Transport" means to remove from one place to another within British India:

"Ship." "Ship" includes anything made for the conveyance by water of human beings or property:

"Master." "Master" includes every person (except a Pilot or Harbour Master) having for the time being the charge or control of a ship:

"Magistrate." "Magistrate" means, in the Presidency-towns, a Presidency Magistrate, and elsewhere a Magistrate of the first-class or (when specially empowered by the Local Government to try cases under this Act) a Magistrate of the second-class: and

"Owner." "Owner" includes also any agent to whom a ship is consigned.

First-class and second-class Petroleum.

Power to make rules as to the importation of first and second-class petroleum.

4. The Local Government may, from time to time, make rules to regulate the importation of first-class petroleum and second-class petroleum; and in particular—

(*a*) for ascertaining the quantity and description of any such petroleum on board a ship;

(*b*) to provide for the delivery by the master of a ship of samples of such petroleum and for the testing thereof before such petroleum is landed from such ship;

(*c*) to determine the places at which only such petroleum may be landed; and

(*d*) to regulate the time and mode of, and the precautions to be taken on, landing or transhipping any such petroleum.

Possession and transport of first and second class petroleum.

5. No quantity of first-class petroleum exceeding five hundred gallons, and

no quantity of second-class petroleum exceeding forty gallons,

shall be kept by any one person or on the same premises or shall be transported except under and in accordance with the conditions of a license granted under this Act.

Power to make rules as to such possession and transport.

6. The Local Government may from time to time make rules as to the granting of licenses to possess or transport first and second class petroleum in cases where such licenses are by law required.

Such rules may provide for the following among other matters, that is to say—

in the case of licenses to possess petroleum—

(*a*) the nature and situation of the premises for which they may be granted, and

(*b*) the inspection of licensed premises and the testing of petroleum found thereon;

in the case of licenses to transport petroleum—

(*c*) the manner in which such petroleum shall be packed, the mode of transit, and the route by which it is to be taken, and

(*d*) the stoppage and inspection of it during transit;

in the case of both such licenses—

(*e*) the authority by which the license may be granted;

(*f*) the fee to be charged for it;

(*g*) the quantity of petroleum it is to cover;

(*h*) the conditions which may be inserted in it;

(*j*) the time during which it is to continue in force; and

(*k*) the renewal of the license.

Dangerous Petroleum.

Dangerous petroleum in quantities exceeding 40 gallons.

7. No quantity of dangerous petroleum exceeding forty gallons shall be imported or transported, or kept by any one person or on the same premises, except under and in accordance with the conditions of a license from the Local Government granted as next hereinafter provided.

Application for license to import, transport or possess such petroleum.

Every application for such a license shall be in writing, and shall declare—

(*a*) the quantity of such petroleum which it is desired to import, transport or possess, as the case may be ;

(*b*) the purpose for which the applicant believes that such petroleum will be used ; and

(*c*) that petroleum other than dangerous petroleum cannot be used for such purpose.

Power to grant license.

If the Local Government sees reason to believe that such petroleum will be used for such purpose and that no petroleum other than dangerous petroleum can be used for such purpose, it may grant such license for the importation, transport or possession (as the case may be) of such petroleum, absolutely or subject to such conditions as it thinks fit.

Dangerous petroleum in quantities not exceeding 40 gallons.

8. No quantity of dangerous petroleum equal to or less than forty gallons shall be kept or transported without a license :

Provided that nothing in this section shall apply in any case when the quantity of such petroleum kept by any one person or on the same premises or transported does not exceed three gallons and such petroleum is placed in separate glass, earthenware or metal vessels each of which contains not more than a pint and is securely stopped.

Applications of sections 4 and 6.

9. Except as hereinbefore provided, the provisions contained in sections four and six in respect of first and second class petroleum shall apply also to dangerous petroleum.

Petroleum generally.

Vessels containing petroleum to be marked.

10. All petroleum—

(*a*) which is kept at any place after seven days from the date on which it is imported,

(*b*) which is transported, or

(*c*) which is sold or exposed for sale,

shall be contained in vessels which shall bear an indelible mark or label in conspicuous characters, stating what description of petroleum herein specified the same is.

Power to inspect and require dealer to sell samples.

11. Any officer specially authorized in this behalf by the Local Government may require any dealer in petroleum to show him any place, and any of the vessels, in which any petroleum in his possession is stored or contained, to give him such assistance as he may require for examining the same and to deliver to him samples of such petroleum on payment of the value of such samples.

Notice to be given when officer proposes to test samples.

12. When any such officer has, in exercise of the powers conferred by section eleven, or by purchase, obtained a sample of petroleum in the possession of a dealer, he may give a notice in writing to such dealer informing him that he is about to test such sample or cause the same to be tested with

the apparatus and in the manner described in the Schedule hereto annexed, at a time and place to be fixed in such notice, and that such person or his Agent may be present at such testing.

Certificate as to result of such testing.

13. On any such testing if it appears to the officer or other person so testing that the petroleum from which such sample has been taken is first-class, second-class or dangerous petroleum, such officer or other person may certify such fact, and the certificate so given shall be receivable as evidence in any proceedings which may be taken under this Act against the dealer in whose possession such petroleum was found : and shall be *primâ facie* proof of the fact stated therein.

Penalties.

Penalty for illegal importation, &c., of petroleum.

14. Any person who, in contravention of this Act or of any rules made hereunder, imports, possesses or transports, any petroleum ; and any person who otherwise contravenes any such rules or any condition contained in a license granted hereunder, shall be punished with imprisonment for a term which may extend to three months, or with fine which may extend to one thousand rupees, or with both.

Penalty for keeping, transporting or exposing for sale petroleum in contravention of section 10.

15. Any person keeping, transporting, selling or exposing for sale, petroleum in vessels not marked as prescribed by section ten, shall be punished with fine which may extend to fifty rupees.

Penalty for refusing to comply with section 11.

16. Any dealer in petroleum who refuses or neglects to show to any officer authorized under section eleven any place, or any of the vessels, in which petroleum in his possession is stored or contained, or to give him such assistance as he may require for examining the same, or to give him samples of such petroleum on payment of the value of such samples, shall be punished with fine which may extend to two hundred rupees.

Confiscation of petroleum.

17. In any case in which an offence under section fourteen or section fifteen has been committed, the convicting Magistrate may direct that,—

(*a*) the petroleum in respect of which the offence has been committed, or

(*b*) where the offender is importing or transporting or is in possession of any petroleum exceeding the quantity (if any) which he is permitted to import, transport, or possess as the case may be, the whole of the petroleum which he is importing, or transporting, or is in possession of,

shall be confiscated.

Miscellaneous.

'Rules when to have force of law.'

18. All rules made by the Local Government under this Act shall be published in the official Gazette, and shall thereupon, so far as they are consistent with this Act, have the force of law :

Provided that no such rule shall be so published without the previous sanction of the Governor General in Council.

Power to extend this Act to other substances.

19. The Governor General in Council may, from time to time, by notification in the *Gazette of India*, extend the whole or any portion of this Act to any inflammable substance other than petroleum, and may by such notification fix, in substitution for the quantities of petroleum fixed by sections five, seven and eight, the quantities of such substance to which these sections shall apply.

The Governor General in Council may by a like notification cancel any notification issued under this section.

THE SCHEDULE.

Specification explanatory of the Test Apparatus.

The following is a description of the details of the apparatus :—

The oil cup consists of a cylindrical vessel 2″ diameter, $2\frac{2}{10}$″ height (internal), with outward projecting rim $\frac{5}{10}$″ wide, $\frac{3}{8}$″ from the top and $1\frac{7}{8}$″ from the bottom of the cup. It is made of gun-metal or brass (17 B. W. G.), tinned inside. A bracket, consisting of a short stout piece of wire, bent upwards and terminating in a point, is fixed to the inside of the cup to serve as a gauge. The distance of the point from the bottom of the cup is $1\frac{1}{2}$″. The cup is provided with a close-fitting overlapping cover made of brass (22 B. W. G.) which carries the thermometer and test lamp. The latter is suspended from two supports from the side by means of trunnions, upon which it may be made to oscillate : it is provided with a spout the mouth of which is $\frac{5}{16}$″ in diameter. The socket which is to hold the thermometer is fixed at such an angle, and its length is so adjusted, that the bulb of the thermometer, when inserted to its full depth, shall be $1\frac{1}{2}$″ below the centre of the lid.

The cover is provided with three square holes, one in the centre $\frac{5}{10}$″ by $\frac{4}{10}$″, and two smaller ones, $\frac{3}{10}$″ by $\frac{2}{10}$″, close to the sides and opposite each other. These three holes may be closed and uncovered by means of a slide moving in grooves, and having perforations corresponding to those on the lid.

In moving the slide so as to uncover the holes, the oscillating lamp is caught by a pin fixed in the slide, and tilted in such a way as to bring the end of the spout just below the surface of the lid. Upon the slide being pushed back so as to cover the holes, the lamp returns to its original position.

Upon the cover, in front of, and in line with, the mouth of the lamp, is fixed a white bead the dimensions of which represent the size of the test flame to be used.

The bath or heated vessel consists of two flat-bottomed copper cylinders (24 B. W. G.), an inner one of 3″ diameter and $2\frac{1}{8}$″ height, and an outer one of $5\frac{1}{2}$″ diameter and $5\frac{3}{4}$″ height ; they are soldered to a circular copper plate (20 B. W. G.) perforated in the centre, which forms the top of the bath, in such a manner as to inclose the space between the two cylinders, but leaving access to the inner cylinder. The top of the bath projects both outwards and inwards about $\frac{8}{8}$″, that is, its diameter is about $\frac{6}{8}$″ greater than that of the body of the bath, while the diameter of the circular opening in the centre is about the same amount less than that of the inner copper cylinder. To the inner projection of the top is fastened, by six small screws, a flat ring of ebonite, the screws being sunk below the surface of the ebonite

to avoid metallic contact between the bath and the oil cup. The exact distance between the sides and bottom of the bath of the oil lamp is 1½″. A split socket similar to that on the cover of the oil cup, but set at a right angle, allows a thermometer to be inserted into the space between the two cylinders. The bath is further provided with a funnel, an overflow pipe, and two loop handles.

The bath rests upon a cast-iron tripod stand, to the ring of which is attached a copper cylinder or jacket (24 B. W. G.) flanged at the top, and of such dimensions that the bath, while firmly resting on the iron ring, just touches with its projecting top the inward-turned flange. The diameter of this outer jacket is 6½″. One of the three legs of the stand serves as support for the spirit lamp, attached to it by means of a small swing bracket. The distance of the wick holder from the bottom of the bath is 1″.

Two thermometers are provided with the apparatus, the one for ascertaining the temperature of the bath, the other for determining the flashing point. The thermometer for ascertaining the temperature of the water has a long bulb and a space at the top. Its range is from about 90° to 190° Fahrenheit. The scale (in degrees of Fahrenheit) is marked on an ivory back fastened to the tube in the usual way; it is fitted with a metal collar fitting the socket, and the part of the tube below the scale should have a length of about 3½″ measured from the lower end of the scale to the end of the bulb. The thermometer for ascertaining the temperature of the oil is fitted with collar and ivory scale in a similar manner to the one described. It has a round bulb, a space at the top, and ranges from about 55° F. to 150° F.; it measures from end of ivory back to bulb 2¼″.

NOTE.—A model apparatus is deposited at the Office of the Master of the Mint, Calcutta.

Directions for applying the Test.

1. The test apparatus is to be placed for use in a position where it is not exposed to currents of air or draughts.

2. The heating vessel or water-bath is filled by pouring water into the funnel until it begins to flow out at the spout of the vessel. The temperature of the water at the commencement of the test is to be 130° Fahrenheit, and this is attained in the first instance either by mixing hot and cold water in the bath, or in a vessel from which the bath is filled, until the thermometer, which is provided for testing the temperature of the water, gives the proper indication; or by heating the water with the spirit lamp (which is attached to the stand of the apparatus) until the required temperature is indicated.

If the water has been heated too highly, it is easily reduced to 130° by pouring in cold water little by little (to replace a portion of the warm water) until the thermometer gives the propor reading.

When a test has been completed, this water-bath is again raised to 130° by placing the lamp underneath, and the result is readily obtained while the patroleum cup is being emptied, cooled, and refilled with a fresh sample to be tested. The lamp is then turned on its swivel from under the apparatus, and the next test is proceeded with.

3. The test lamp is prepared for use by fitting it with a piece of flat plaited candlewick and filling it with colza or rape oil up to the lower edge of the opening of the spout or wick tube. The lamp

is trimmed, so that when lighted, it gives a flame of about 0·15 of an inch diameter, and this size of flame which is represented by the projecting white bead on the cover of the oil cup is readily maintained by simple manipulation from time to time with a small wire-trimmer.

When gas is available it may be conveniently used in place of the little oil lamp, and for this purpose a test flame arrangement for use with gas may be substituted for the lamp.

4. The bath having been raised to the proper temperature, the oil to be tested is introduced into the petroleum cup, being poured in slowly until the level of the liquid just reaches the point of the gauge which is fixed in the cup. In warm weather the temperature of the room in which the samples to be tested have been kept should be observed in the first instance, and if it exceeds 65°, the samples to be tested should be cooled down (to about 60°) by immersing the bottle containing them in cold water, or by any other convenient method. The lid of the cup, with the slide closed, is then put on, and the cup is put into the bath or heating vessel. The thermometer in the lid of the cup has been adjusted so as to have its bulb just immersed in the liquid, and its position is not under any circumstances to be altered. When the cup has been placed in the proper position, the scale of the thermometer faces the operator.

5. The test lamp is then placed in position upon the lid of the cup, the lead line or pendulum,* which has been fixed in a convenient position in front of the operator, is set in motion, and the rise of thermometer in the petroleum cup is watched. When the temperature has reached about 66°, the operation of testing is to be commenced, the test flame being applied once for every rise of one degree in the following manner :—

The slide is slowly drawn open while the pendulum performs three oscillations, and is closed during the fourth oscillation.

NOTE.—If it is desired to employ the test apparatus to determine the flashing points of oils of very low volatility, the mode of proceeding is to be modified as follows :—

The air chamber which surrounds the cup is filled with cold water, to a depth of 1½ inches, and the heating vessel or water-bath is filled as usual, but also with cold water. The lamp is then placed under the apparatus and kept there during the entire operation. If a very heavy oil is being dealt with, the operation may be commenced with water previously heated to 120°, instead of with cold water.

STATEMENT OF OBJECTS AND REASONS.

For some time past the dangerous nature of the inflammable oils which are being imported into this country has been engaging the attention of Government. In November, 1878, the notice of the Government of India was first drawn to the subject by the Government of Bombay, with a view, if necessary, to legislation being resorted to to check the importation of dangerous oils. On a reference being made to the Government of Bengal as to the expediency of such legislation,

* This pendulum is two (2) feet in length from the point of suspension to the centre of gravity of the weight.

it was found that the subject had already been for some time before that Government, and that a Committee had been appointed for the purpose of considering the question of these oils in all its bearings. This Committee, which was composed of officials, experts and gentlemen interested in the trade, has presented its report, in which it strongly urges the necessity for legislation, and puts forward certain recommendations as to the lines on which in its opinion such legislation should proceed.

2. These recommendations follow, with certain modifications, if introduced to meet the special circumstances, climatic and otherwise, of India, the outlines of 34 and 35 Vic., cap. 105, (since amended by 42 and 43 Vic., cap. 47) which is the principal Act governing this subject in the United Kingdom. They appear well adapted to carry out the object which the Committee had in view—namely, practical security of life and property, with the minimum of restrictions on an important and rapidly developing trade.

3. The following is the general substance of the conclusions of the Committee :—

1*st*.—All petroleum should be divided into three classes, namely,—

(*a*) first-class petroleum with a flashing point at or above 103° F. ;
(*b*) second-class petroleum with a flashing point between 83° and 103° F. ; } According to Abel's close test.
(*c*) dangerous petroleum with a flashing point below 83° F.

2*ndly*.—All petroleum should be tested by Abel's close test, which has recently been adopted in the United Kingdom (see 42 and 43 Vic., cap. 47, the Petroleum Act, 1879) for the purposes of the Petroleum Act, 1871, in preference to the old or open test which was fixed by that Act.

3*rdly*.—As second-class petroleum flashes only at a temperature of 83°, or 10° higher than the temperature (73°) at which petroleum is considered safe enough to be exempted from the provisions of the English Petroleum Act (see 42 and 43 Vic., cap. 47), and may therefore be regarded as at all events fairly safe, the importation, storage and transport of such petroleum, as well as of first-class petroleum, should be left reasonably free, while the importation, storage, and transport of dangerous petroleum, if not actually prohibited, should be subjected to such severe restrictions as practically to be so for purposes of ordinary use.

4. The Government of India has considered this report, and is disposed to concur generally in its conclusions and in the scheme of legislation contained in the Committee's recommendations. As the Government of Madras and the Chief Commissioner of Burma, as well as the Governments of Bombay and Bengal, are in favour of legislation, the Government of India is willing to accept the recommendation of the Committee that the legislation to be undertaken should be in the Council of the Governor-General, and accordingly the present Bill, which embodies generally the recommendations of the Committee, has been prepared.

5. As it seems desirable to check at once, and generally, the trade in dangerous petroleum, and it would be unfair if all ports were not put on the same footing as to the importation of first-class and second-

class petroleum) the provisions of the Bill relating to dangerous petroleum and the importation of first-class and second-class petroleum are made to extend to the whole of India; but its other provisions are only applicable at the discretion of the Local Government.

The details of the measure have been left in a great measure to rules to be framed by the Local Government, with the sanction of the Governor General in Council, as this seems the most convenient course in in a case of this sort, where the local circumstances and peculiar features of the trade of various places have to be considered.

6. A section has been added to the Bill corresponding with section 14 of 34 and 35 Vic., cap. 105, enabling the Governor General in Council hereafter to extend the Act to substances other than petroleum, and to adapt certain of the provisions of the Act to the case of such substances.

7. The length of the pendulum which was by an oversight omitted from the description of Professor Abel's test in the first schedule to the 42 and 43 Vic., cap. 47, has been inserted in a foot-note to the schedule of the Bill on information furnished by Mr. Pedler.

8. The opportunity has been taken to repeal the thirty-seventh section of the Indian Ports Act relating to inflammable oils, and Bengal Act No. III. of 1865, which regulates in Calcutta and Howrah the importation and storage of inflammable oils, as the present Bill will make those enactments unnecessary.

WHITLEY STOKES.

The 3rd July, 1880.

No. 820.

19th March, 1880.

From ACTING SECRETARY to GOVERNMENT, Bombay, to SECRETARY to GOVERNMENT of INDIA, Home, Revenue and Agricultural Department.

With reference to Mr. Under-Secretary Dauke's letter No. 228, dated 26th February last, I am directed to forward herewith copy of a letter from Messrs. Wallace & Co., dated 6th instant, containing a communication received by them from their American correspondents on the subject of inflammable oils.

J. NUGENT.

6th March, 1880.

From Messrs. WALLACE & Co. to ACTING SECRETARY to GOVERNMENT, Bombay.

We have the honour to acknowledge receipt of your letter of 5th instant, and thank you for the information contained therein.

As bearing upon the proposed legislation for restricting the transport and storage of inflammable oils, we take the liberty of annexing an extract from a letter we have received from our American correspondents in case the views therein expressed may help the Government in arranging the provisions of the Bill:—

"Oil of 103° flash, Abel's test, or, as we call it, "heart of the oil,"

can only be produced in very limited quantities, as the amount that can be run from a given quantity of crude petroleum is very small. To endeavour in any way to force this as the oil of commerce for India would simply be to kill the trade. In ordinary times refiners do not care about making it, and just when there was an active market they would laugh at any proposition to turn out any quantity of it. It is in fact the water-white oil we have occasionally mentioned to your friends, and *for illuminating purposes is inferior (markedly so) to such oil as, say, Devoe's* 120° *fire-test.*

"Oil of 83° flash, Abel's test, which they say is equal to 110° flash, is of course to be had, but it is more expensive of course; cannot be made in as large quantities, and in active times, refiners will let your orders go by sooner than execute them. It is also inferior in illuminating qualities to the lower test, developes in burning a greater amount of heat, and, owing to the deposit of carbon on the wick, is more likely to require constant poking at and fiddling with than the freer burning oil. Herein is a source of considerable danger,—the lamp itself becomes more heated, and in addition will, in ignorant hands, require more manipulation,—always a matter of more or less risk.

"In the States where petroleum is universally used, 120° fire-test has been found practically safe, and we are liable to have as high a thermometer in summer as they ever have at Calcutta, say 96° to 100° in the shade. Accidents do not occur from this, but they do occur from overheated lamps whether the thermometer is at 0°, at 32° or at 100°."

WALLACE & Co.

Endorsement by Home, Revenue and Agricultural Department,—(No. 449, *dated* 30*th April*, 1880).

Transferred to the Legislative Department for disposal, in continuation of office-memorandum dated the 16th January last, No. 60.

F. C. DAUKES.

No. 215 OF 1880.

BOMBAY CHAMBER OF COMMERCE, 16*th August*, 1880.

H. W. I. WOOD, Esq., Secretary Bengal Chamber of Commerce, Calcutta.

DEAR SIR,—I am desired to forward, for the information of your Chamber, 6 printed copies of the letter addressed by this Chamber to the Government of India on the 14th instant, regarding the Petroleum Bill, together with the proceedings of the General Meeting of the Chamber on the 3rd instant, which are attached thereto.—I remain, &c.,

J. GORDON, Secretary.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, *9th September*, 1880.

J. GORDON, Esq., Secretary Chamber of Commerce, Bombay.

DEAR SIR,—I have the pleasure to acknowledge the receipt of your favour of the 16th of last month, forwarding copy of a letter, dated the 14th ultimo, addressed by your Chamber to the Government of India relative to the Petroleum Bill, and attaching thereto the proceedings of your Chamber held on the 3rd August in connection with that proposed legislation.

I am directed by my Committee to thank you for your communication, and to furnish you with a copy of their own letter to the Government of India on the same subject.—I remain, &c.,

H. W. I. WOOD, Secretary.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, *4th September*, 1880.

COLMAN MACAULAY, Esq., Officiating Secretary to the Government of Bengal.

SIR,—I am directed to reply to your letter No. 777, dated 19th ultimo, inviting an expression of the opinion of the Chamber of Commerce on the Petroleum Bill, now before a Select Committee of the Legislative Council of the Governor General of India.

When a Special Committee was appointed in June, 1879, to enquire into and report on petroleum and inflammable oils, the Chamber was invited to depute a representative of their body to serve on that Committee, and accordingly Mr. J. N. Stuart acted on their behalf. That gentleman informs the Chamber that he was outvoted on every point by the other members of the Committee, and that his practical representations had not due attention, especially when he pointed out the injurious effect on the trade in kerosine oil which the recommendations of the Committee would be certain to exercise if made the basis of a new enactment. This Chamber did not therefore endorse or approve of the Report of the Special Committee. Subsequently the Committee of the Chamber were called on by merchants engaged in the trade to make a representation to His Honor the Lieutenant Governor of Bengal, and to ask that legislative measures be taken to place this growing branch of the import trade of India on a sound foundation, as the provisions of Act III. of 1865., in the mode of their application by the Police, as to tests, &c., were pressing unduly, and were the cause of great hardships and heavy loss to all interests concerned.

The trade in kerosine is so new, and is in the hands of so few merchants, that the Committee have hitherto hesitated to express opinions as to what legislative action was necessary to foster it, while at the same time securing general protection to life and property.

During the last few weeks, however, a good deal of information has been placed before them, and upon the data thus derived, which they believe to be reliable, they now instruct me to address you.

Appended hereto will be found letters from firms who are the representatives of the trade in Calcutta, and it will be observed that their

views are supported by the opinions expressed by the Chamber of Commerce in Bombay.

The opinion arrived at by the Committee is that the present law (Act III. of 1865) is sufficiently stringent for all practical purposes, exceping perhaps those portions which relate to the limits of quality or test, and in these respects it might be amended. They would deprecate legislation on the lines laid down in the proposed Bill, the provisions of which are felt to be too severe, and many of them to be so impracticable as to probably necessitate their modification at no distant period.

The importance of careful legislation will be obvious when it is remembered that there are now in this port and in Bombay, (besides the stocks in Madras, Rangoon, &c.,) upwards of 6,000,000 gallons of petroleum landed under the provisions of the present law, a large proportion of which will probably be still in stock on the 1st January next, and will then, if the present Bill become law, be held to be dangerous.

The Committee would ask His Honor the Lieutenant Governor not to overlook the fact that this oil has hitherto proved itself to be not dangerous.

Touching the provisions of the Bill now before them, I am instructed to remark upon the several sections as follows:—

Owner.—This definition is needless, as the word *owner* does not again appear in the Bill. Besides, as the Committee have already pointed out on a previous occasion, an agent does not possess the authority which would enable him to so represent an owner.

Section I.—No legislation should come into force before ample time has been given for advice at port of shipment, and for arrival and sale of cargoes that may be in or afloat to India: instead of 1st January, 1881, the Committee would therefore recommend the 1st May. The Bill should contain the following proviso:—"The provisions of this Act shall not apply to kerosine or other inflammable oils now in or afloat to Indian ports if shipped prior to the date of passing this Act." This proviso is obviously necessary to protect the interests of those merchants who, working in good faith, are now heavily interested in kerosine oil in stock in Indian ports, and must continue to be so interested for several months to come.

Section III.—The Committee, whilst adhering to the sub-division of kerosine oils into three classes, are strongly of opinion that the *flashing* point as fixed by the Bill is much too high, and should be as follows:—

1st class	Prof. Abel's Test	93° F.	equal to Open Test	120° F.
2nd „	ditto	73° F.	ditto	100° F.
3rd „	all oils flashing under 73° F. by Professor Abel's close test.			

I am directed to point out, in explanation, of this sub-division, that if kerosine oil is classed as in the Bill, and the limit is fixed at 103°F. by Abel's test for *first-class oil*, the importations will be very small, as this "water white," or "heart of the oil," can only be produced in limited quantities, and at such a high cost as will practically prevent its importation.

To fix for *second-class oil*, or the oil of commerce, a limit of 83°F. by Abel's test would be to destroy the trade in this article. It is proved that oil of this high test is quite as dangerous as oil at 73°F. of the same test. Indeed, the higher the test the greater is the heat

developed in a burning lamp in a given time. Dr. Lethby's opinion, given to the Home Government on this point in 1871, is as follows :—

"Such a petroleum *flashing* 100°F.* is, I am confident, perfectly "safe for use in lamps, and would, I am convinced, satisfy the condi- "tions of trade ; but if petroleum of a higher standard, as declared in "the Bill, is decided on by Parliament, it will seriously affect the "petroleum trade, and by shutting out the American petroleums will "give a monopoly to the English paraffine oils. The result of this will "be a burden on the poor who are the chief consumers of the oil, "*without the slighest advantage in the way of safety.*" This opinion is, the Committee think, entitled to due consideration, as is also Professor Abel's, given to the Home Government, viz. :—"There were "not, in his judgment, any well-established grounds for considering "that that *flashing* point (100 degrees)* was not calculated to afford "adequate protection to the public." These are the two highest authorities on the subject. The Committee think it illogical and unreasonable to fix the limit at 83° F. of Abel's test, and to exclude 82°, or indeed any lower limit down to 73°, which is, from all the evidence obtainable, a "perfectly safe" limit, say—100° flashing point, or 120° of the burning or fire test. This also appears to be the Parliamentary test fixed by the Home Government. This limit, whilst it would admit all the well-known and established brands, would exclude dangerous oils.

Section V.—The limit as to quantity of second-class oil, without a license, should, the Committee think, be raised to 100 gallons.

Section VI.—The rules and regulations are too stringent, and go beyond providing adequate protection to life and property.

Sections VII., VIII., IX.—Dangerous petroleum under 73°F. of Abel's test should not be stored in quantity in large towns and cities, the Committee being of opinion that stringent rules in this respect are necessary.

Section X—should be made to apply to dangerous oils only.

Section XIII.—A duly certified duplicate or copy of the test should be given to the importer or dealer, in order that he may have official evidence of the quality of his oil.

Sections XIV., XV., XVI.—In regard to possession, the proviso suggested in remarks on Section I. would be required as a protection to present holders, and these sections should not be enforced till after 1st May, 1881, if indeed the date should not be further extended in the case of possessors.

Section XVII.—The extreme penalty of confiscation should be enforced only in cases of proved dishonesty or intended fraud.

The Committee's attention has been directed to the danger of landing oil in native boats, as in the case of the "Chalmette" referred to in the Port Commissioner's latest report. This risk is now from ship to shore only, all oil being landed at the Meteabrooz Ghât, or on the opposite shore. To obviate all chance of fire, the Committee propose that a watchman from the Port Trust Department be put on each boat, whose duty it shall be to prevent boatmen smoking or using fire or lights under any circumstances, till all the oil is discharged ; the cost of such watchmen being borne by the importers.

The Committee earnestly recommend these suggestions and opinions

* Viz., *Open test.*

to the consideration of His Honor the Lieutenant Governor, in the belief that by their adoption a sound and practicable law on the subject can be framed for all India, and the trade extended without fear of detriment to any interest or to private property.—I have, &c.,

H. W. I. WOOD, Secretary.

CALCUTTA, *9th August*, 1880.

H. W. I. WOOD, Esq., Secretary Bengal Chamber of Commerce.

DEAR SIR,—We beg to call the attention of the Committee to the Petroleum Bill No. 12 of 1880, now before a Select Committee of the Legislative Council of the Government of India, and which, it is feared, will shortly become the law on this subject.

We enclose a representation which has been made to us by Messrs. Edmands Brothers on the subject, and which, it appears to us, is worthy of the Committee's attention.

We also enclose copy of a resolution passed by a Special Meeting of the Bombay Chamber of Commerce relating to and condemnatory of this particular Bill.

There are two points to which we would direct the Committee's attention :—

1*st*.—That as the oil of commerce consists mostly of a quality ranging from 100° flash to 110° or 73° to 83° of Abel's close test, the Bill, if it become law, must seriously restrict if do not destroy this new branch of the import trade.

The finer oil above 83° A. T. is not, we understand, procurable in quantity.

2*nd*.—That such an exception as the following should be inserted in the Bill to prevent heavy loss to holders and shippers who, working in good faith, have supplies in and afloat to India.

"The provisions of this Act shall not apply to kerosine or other "inflammable oils now in or afloat to Indian Ports if shipped prior to the date of passing this Act."

There are, we understand, *upwards of* 3,90,000 cases of kerosine oil in this port, mostly of the second and third classes, and there is no doubt a large stock in Bombay also. If the Petroleum Bill is passed in its present state, it will cause ruinously heavy losses to holders, and to all interested. It is incredible that so stringent and sweeping a law should be placed before a Select Committee of the Legislative Council, without being submitted to the Chambers of Commerce of Bengal and Bombay for their opinion and remarks, and without a clause of the nature we have indicated being included in it to protect traders already heavily interested in this trade.—We are, &c.,

KETTLEWELL, BULLEN & Co.

CALCUTTA, 5*th August*, 1880.

Messrs. KETTLEWELL, BULLEN & Co.

DEAR SIRS,—We wish to call your attention to the provisions of the new Petroleum Bill, a copy of which appears in the last *Gazette of India*, 24th July, in hopes that you will induce the Chamber of Commerce to consider it, and make a strong representation to the Govern-

ment of the absurdity of several of the sections, and of the great injustice and pecuniary loss which will result to the owners of kerosine on and after 1st January, 1881.

We think you will join with us in objecting to the following sections:—

Section (1.)—New legislation should only apply to new imports, as the present stock of oil, and that on the way, was imported and shipped in good faith, at an increased cost to meet the requirements of the present law, and there is likely to be over 20 lakhs of gallons in Calcutta alone on 1st January, 1881, of dangerous petroleum, for which no license can be granted (*See* (7) (*c*)).

(3.) The fixture of the standard of second-class oil 10° above that legalized in England will greatly increase the cost and curtail consumption amongst the natives, while 83° oil is as dangerous as 73° as either only becomes dangerous in case of a general conflagration.

Section (5.)—The restriction of holding only 40 gallons of second-class oil will work greatly to the detriment of the retail trade, if every shopkeeper is exposed to the annoyance of taking out a license, and it is impossible to carry on business if their stock is only allowed to be 4 cases.

(7.) *b & c.* Everyone knows perfectly well the purpose for which 99 per cent. of all kerosine is used in this country, *i. e.*, for burning, so that the absurdity of clause (*c*) is at once seen, and the power granted to the Local Government thereunder.

(8.) Forbids any one from buying even one tin or 5 gallons, and doubtless every large boarding house in Calcutta contains now, at least, 100 gallons.

(10) (*c*). This will necessitate the labels on the tins being stamped in America, and as the tests differ so much, or the mode of testing in the two countries, that it will be very difficult to induce the packers to do this, as no other country in the world demands it.

(13.) A duplicate copy of the test should also be provided to the importer or dealer, that he may have the same evidence.

(17.) If this bill is passed as it stands, 2 lakhs cases kerosine may be confiscated on 1st January next, which must be destroyed where it is stored, as the Government can neither keep, *possess*, nor transport dangerous petroleum, nor even destroy it under (7) (*c*), as other petroleum, other than dangerous, can also be destroyed.

Without touching on the "square holes," we must express our astonishment at such a Bill as this emanating from such a high official.

—Yours faithfully,

EDMANDS BROTHERS & Co.

THE PETROLEUM BILL.

At the Special General Meeting of the Chamber to be held on the 3rd of August, 1880, the following Resolution will be proposed by G. A. Kittredge, Esq., and seconded by H. A. Richardson, Esq.:—

"That hitherto Municipal rules have proved sufficient to guard against any dangers, real or supposed, in the case of kerosine oil.

"That in the opinion of this Chamber nothing has been brought forward to call into operation even the provisions of Section 37 of Act XII. of 1875, and that, until that provision has been proved to be ineffectual, no further legislation is needed.

"That the Bill introduced into the Legislative Council of India, called the Petroleum Bill, must, if made law, seriously restrict, if it does not entirely check this important and rapidly growing trade.

"That the Government of India be resptctfully requested to postpone further consideration of the proposed Bill until good cause be shown for the necessity of restrictive measures.

"That the Committee of the Chamber be requested to represent these views to His Lordship the Governor-General in Council."

J. GORDON, Secretary.

103, CLIVE STREET, CALCUTTA, 21*st August*, 1880.

Messrs. KETTLEWELL, BULLEN & Co.

DEAR SIRS,—We should esteem it a favour if your Mr. O'Keefe as a member of the Committee of the Chamber of Commerce would urge upon the other members the necessity of protesting, in common with the Bombay Chamber, against the Petroleum Bill as introduced into the Governor General's Council.

It would have been as well if the Chamber's representative on the Petroleum Committee, having been outvoted on every point, had refrained from signing the report, but the mistake may be rectified now by prompt reference to the Government of the Trade's objections to the Bill.

Section 1st—which stipulates that the Act shall come into force on 1st January 1881, is so manifestly unjust to those who have kerosine in stock or afloat, that we think it is only necessary to bring it to the notice of Government to have an extension of time allowed.

Section 3rd.—It has yet to be satisfactorily proved that kerosine flashing at 73° by Abel's test (100° by Parliamentary test and 118° by American test) is not sufficiently high for the safety of the public. Until last year scarcely a single case of oil flashing *above* 100° (Parliamentary test) had been imported into Calcutta from America; the bulk of the imports flashed at 94° Parliamentary test (110° to 112° American test). Merchants had no intention of importing oil that was considered dangerous, but the reason of such oil being imported lay in the ignorance that prevailed, both among the importers and the police, as to what was considered dangerous oil under Act No. III. of 1865 of the Bengal Council. Merchants in good faith, as we ourselves did on the arrival of a cargo, presented the American certificate, showing a flashing (or rather burning) point of 112°. This was on each occasion accepted by the police, and no further interference took place. As soon, however, as it was discovered (in March and April, 1879,) that the American test was not the same as the Calcutta test, (though the Act specifies no particular style of testing) an improvement in the quality of oil imported took place; from that date no ships have left America for Calcutta with oil flashing below 100° Parliamentary test. We are strongly of opinion, therefore, that the terms of the present Bengal Act would, if applied to all Indian ports, be sufficient to prevent the importation of oil under 100° Parliamentary test. The only alteration to be made being the substitution of Abel's test at 73° for Parliamentary test at 100°. The Act at the present moment, except on this last point, seems to be working most satisfactorily.

That the standard now fixed upon is too high for ordinary lighting purposes, while at the same time 100° (Parliamentry test) is sufficiently high for safety, was the opinion held by the late Dr. Letheby, who was considered one of the first authorities on mineral oils in England, and whose opinion was taken by the English Government when the Petroleum Bill was before Parliament, for he wrote in 1871, "Such a petroleum" (flashing at 100°) "is, I am confident, perfectly safe for use in lamps, and would satisfy the conditions of trade, but if petroleum of a higher standard, as declared in the Bill, is decided on by Parliament, it will seriously affect the petroleum trade, and by shutting out the American petroleums will give a monopoly to the English paraffine oils. The result of this will be a burden on the poor, who are the chief consumers of the oil without the slightest advantage in the way of safety."

We believe that not a single instance can be cited of any serious accident having happened with oil flashing above 73°.

The establishment of such a high test as 83° will cripple, if it does not destroy, a rapidly increasing trade, and lay a hardship on both merchants and consumers.

The fear which is entertained by so many persons who are unacquainted with the articles arises from a belief that kerosine can take fire spontaneously, that opinion being actually given by the Advocate-General last year, when a legal point connected with the Act was referred to him. For what we know, the introducers of the Bill may be subjected to the same delusion.

Section 5—is absurdly stringent, and sufficient to ruin any trade. Oil that is considered safe enough to be imported should be perfectly free in transport and storage.

Section 10—practically gives a premium to dishonest dealers. We think there would be no harm in marking cases which contain oil flashing below 73°; but to make a difference between two classes of oil, which are both allowed to be imported, say flashing at 83° and 84°, is, in our opinion, beyond the province of the Government.—Yours faithfully,

BALMER, LAWRIE & Co.

APPENDIX R.

THE INDIAN TRADE MARKS ACT, 1880.

No. 2216 OF 1880.

JUDICIAL DEPARTMENT,

BOMBAY CASTLE, 31*st March*, 1880

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward, herewith, copy of a letter from the Secretary to the Government of India, Legislative Department, No. 362, dated the 9th instant, and of the Bill (No. II.) to provide for the registration of Trade Marks, together with the Report of the Select Committee thereon, and to request that you will be so good as to move the Chamber of Commerce to favour Government with their opinion on the provisions of the Bill.

2. I am at the same time desired to request that the opinion of the Chamber may be forwarded to Government by the 1st July next.—I have, &c.,

C. G. W. MACPHERSON,
Acting Under-Secretary to Government.

No. 362.

FORT WILLIAM, *9th March*, 1880.

From D. FITZPATRICK, Esq., Secretary to the Government of India, Legislative Department, to the CHIEF SECRETARY to GOVERNMENT, Bombay.

SIR,—I am directed to forward, herewith, twenty copies of a Bill (No. II.) to provide for the registration of Trade Marks, together with the Report of the Select Committee thereon, and to request that you will be so good as to favour the Government of India in this Department by the 1st August next, with the opinions of the Chamber of Commerce, the Advocate General, and the Hon'ble Judges of the High Court on the provisions of the Bill.—I have, &c.,

D. FITZPATRICK,
Secretary to the Government of India.

(True Copy)
J. McALLISTER,
Superintendent.

No. II.

THE INDIAN TRADE-MARKS BILL, 1880.

A Bill to provide for the Registration of Trade-marks.

Whereas it is expedient to provide for the registration of trade-marks; It is hereby enacted as follows:—

Preamble.

Short title. 1. This Act may be called "The Indian Trade-marks Act, 1880:"

Local extent. It extends to the whole of British India;

Commencement. and it shall come into force at once.

Registration of Trade-marks.

Appointment of a Registrar. 2. The Governor General in Council shall establish at Calcutta a registry of trade-marks, and shall from time to time appoint an officer, by name or in virtue of his office, to register trade-marks and the proprietors thereof.

The officer so appointed is herein after called "the Registrar."

Deputy Registrar. 3. The Governor General in Council shall appoint at Bombay, and may appoint at any other place in British India an officer to be styled the Deputy Registrar to discharge such functions of the Registrar other than that of entering marks in the register as may, from time to time, subject to the control of the Governor General in Council, be delegated to him by the Registrar.

Application for registration. 4. Any person claiming to be entitled to the exclusive use of a trade-mark which has not been registered under this Act may, subject to the provisions of this Act and of the rules made hereunder, apply to the Registrar to register such mark and to register him as proprietor of such mark.

Any person to or upon whom a trade-mark registered under this Act has been transferred or has devolved may, subject as aforesaid, apply to the Registrar to register him as proprietor of such mark in the place of the person registered as proprietor at the date of the application.

What trade-marks may be registered. 5. No trade-mark shall be registered under this Act, unless it consists of one or more of the essential particulars hereinafter mentioned, together with such additional particulars as the Governor General in Council may, from time to time, by an order in writing, prescribe in this behalf; but there may be added to anyone or more of the said essential particulars any letters, words, or numerals, or combination of letters, words or numerals.

The essential particulars referred to in the first clause of this section are as follows:—

(*a*) a name of an individual or firm printed, cast, impressed or woven in some particular and distinctive manner; or

(*b*) a written signature or copy of a written signature of an individual or firm ; or

(*c*) a distinctive device, mark, heading, label or ticket :

Notwithstanding anything hereinbefore contained, any special and distinctive word or words, or combination of numerals or letters used as a trade-mark before the passing of this Act may be registered as such under this Act if the additional particulars prescribed by the Governor General in Council have been added thereto.

Trade-mark to be registered for class of goods.

6. A trade mark must be registered as belonging to particular goods or classes of goods.

Registration not to be granted without leave of Court in certain cases.

7. The Registrar shall not, without the special leave of the High Court of Judicature at Fort William to be given on motion or in such other manner as such Court may direct, register in respect of the same goods or classes of goods—

(*a*) a trade-mark identical with one which is already registered with respect to such goods or classes of goods ; or

(*b*) a trade-mark so nearly resembling a trade-mark already registered with respect to such goods or classes of goods as to be likely to deceive.

Registration when not to be granted.

8. The Registrar shall not register, as part of, or in combination with, a trade-mark, any scandalous or obscene designs, or any words or numbers if the exclusive use of such words or numbers would, by reason of their being calculated to deceive or otherwise, be disentitled to protection in a Court.

Certificates of refusal to register.

9. When an application by any person to register as a trade-mark a device, mark, name, word, combination of words or other matter or thing which has been in use as a trade-mark before the passing of this Act and to which the additional particulars prescribed by the Governor General in Council have been added, has been refused, the Registrar shall, at the request of the applicant and on payment by him of the fee prescribed by the rules made under section nineteen, grant him a certificate of such refusal, and shall also, if so required, state in such certificate his reasons for such refusal.

A certificate so granted shall be conclusive proof of such refusal.

Rectification of register.

10. If any person who is not for the time being entitled to the exclusive use of a trade-mark is registered under this Act as a proprietor of such trade-mark, or

if the Registrar refuses to register, as proprietor of a trade-mark, any person who is for the time being entitled to the exclusive use of such trade-mark, or

if any mark is registered as a trade-mark which is not authorized to be so registered,

any person aggrieved by such registration or refusal may apply by motion, or in such other manner as the said Court may direct, for an order of the said Court that the register may be rectified.

The said Court may either refuse such application, or it may, if satisfied of the justice of the case, make an order for the rectification of the register, and award damages to the party aggrieved.

Case of several persons claiming to be registered in respect of same mark.

11. When each of several persons claims to be registered under this Act as proprietor of the same trade-mark, the Registrar may refuse to comply with the claims of any of such persons, until their rights have been determined by the said Court.

The Registrar may himself submit, or require the claimants to submit, their rights to the said Court, by stating a case under section five hundred and twenty-seven of the Code of Civil Procedure, or in such other manner as the said Court many direct.

What Court may decide in proceedings under Act.

12. The said Court may, in any proceeding under section ten, or section eleven, decide—

(*a*) whether a mark is or is not such a trade-mark as is authorized to be registered under this Act ;

(*b*) any question as to the right of any person who is a party to such proceeding to have his name entered on the register of trade-marks, or to have the name of some other person removed from such register ; and

(*c*) any other question that it may be necessary or expedient to decide for the rectification of the register.

Notice to be given by order of Court.

Whenever any order has been made rectifying the register, the Court shall by its order direct that due notice of such rectification be given to the Registrar.

Removal of Trade-marks from Register.

Removal of trade-mark after fourteen years, unless fee paid.

13. At a time not being less than two months nor more than three months before the expiration of fourteen years from the date of the registration of a trade-mark, the Registrar shall send a notice to the registered proprietor that the trade-mark will be removed from the register, unless the proprietor pays to the Registrar, before the expiration of such fourteen years (naming the date at which the same will expire), the prescribed fee, and if such fee be not previously paid, he shall, at the expiration of one month from the date of the giving of the first notice, send a second notice to the same effect, and if such fee be not paid before the expiration of such fourteen years, the Registrar may, after the end of three months from the expiration of such fourteen years, remove the mark from the register, and so from time to time at the expiration of every period of fourteen years.

Payment of additional fee after expiration of fourteen years.

14. If before the expiration of the said three months the registered proprietor pays the said fee, together with the additional prescribed fee, the Registrar may, without removing such trade-mark from the register, accept the said fee as if it had been paid before the expiration of the said fourteen years.

15. Where after the said three months a trade-mark has been removed from the register for non-payment of the prescribed fee, the Governor-General in Council may, if he is satisfied that it is just so to do, restore such trade-mark to the register on payment of the prescribed additional fee and compliance with such conditions as he may think just.

Power of Governor General in Council to restore trade-mark.

16. Where a trade-mark has been removed from the register for non-payment of the fee or otherwise, such trademark shall, nevertheless, for five years after the date of such removal be deemed, for the purpose of section seven, and not for any other purpose, to be a trade-mark which is already registered.

Trade-mark like one removed not to be registered for five years.

17. The said Court may, on the application of any person aggrieved, remove any trade-mark from the register after the expiration of five years from the date of the registry thereof, on the ground that the registered proprietor is not engaged in any business connected with goods of the same class as the goods with respect to which such trade-mark is registered.

Removal of trade-mark where no business in goods.

Alteration of Trade-marks.

18. The registered proprietor of any trade-mark registered under this Act may, by leave of the said Court, alter such trade-mark, so that he do not alter any one or more of the essential or additional particulars referred to in section five, and the Registrar shall, on payment of the prescribed fee and compliance with the rules made hereunder, alter the register accordingly.

Alteration of non-essential parts of trade-mark.

Subsidiary Rules.

19. The Governor General in Council may, from time to time, make rules consistent with this Act as to—

Governor General in Council may make rules to carry out Act.

(*a*) the manner in which applications for registration of trade-marks shall be made ;

(*b*) the notices to be given by advertisement before the registration of trade-marks ;

(*c*) the classification of goods for the purposes of this Act ;

(*d*) the registration of first and subsequent proprietors of trade-marks ;

(*e*) the hearing of objections and the granting of certificates of refusal to register ;

(*f*) the fees to be charged for registration of trade-marks, for the continuance of a trade-mark on the register, for granting certificates of refusal to register anything as a trade-mark, and for the performance of any other duty under this Act or the rules made hereunder ;

(*g*) the removal from the register of any trade-mark ;

(*h*) the form of notices under this Act, the mode of addressing and serving such notices, and the proof of such service ; and

(*i*) the persons entitled to inspect the register, and generally for the purpose of carrying this Act into effect.

Such rules shall be published in the *Gazette of India*, and shall thereupon have the force of law.

Effects of Registration and of Omission to register.

Title of first proprietor of a trade-mark.

20. The registration under this Act or under the law relating to trade-marks for the time being in force in the United Kingdom, of a person as first proprietor of a trade-mark shall be *primâ facie* proof, and, after the expiration of five years from the date of such registration, conclusive proof, of his right to the exclusive use of such trade-mark, subject to the provisions of this Act or such law as to its connexion with the good-will of a business.

Title of proprietor claiming by transmitted proprietorship.

21. Every person registered under this Act or under the said law as proprietor of a trade-mark subsequently to the first person so registered shall, as respects his title to such trade-mark, stand in the same position as if his title were a continuation of the title of the first person so registered.

Trade-mark to devolve only with good-will.

22. A trade-mark when registered under this Act, or under the said law, shall be transferred and shall devolve only in connexion with the good-will of the business concerned in the particular goods or classes of goods, with reference to which it has been registered, and shall be determinable with such good-will.

Registration equivalent to public use.

23. Registration of a trade-mark, whether under this Act or under the said law, shall be deemed to be equivalent to public use of such mark.

Registration of trade-marks.

24. From and after the first day of January, 1881, no person shall be entitled to institute any suit or other proceeding to prevent, or to recover damages for, the infringement of any trade-mark, unless such trade-mark is registered, and he is registered as proprietor thereof under this Act or under the said law;

but nothing in this section shall apply to any device, mark, name, combination of words or letters, or other matter or thing—

(*a*) which has been in use as a trade-mark before the passing of this Act, to which the additional particulars referred to in section five have been added, and which the Registrar has refused to register under this Act, or

(*b*) which was in use before the thirteenth day of August, 1875, and in respect of which a certificate has been granted under the 39 and 40 Vic., c. 33.

Miscellaneous.

Saving of existing jurisdiction of Courts.

25. The provisions of this Act conferring a special jurisdiction on the High Court of Judicature at Fort William shall not, except so far as such jurisdiction extends, affect the jurisdiction of any other Court in suits or proceedings relating to trade-marks.

Registrar to rectify register on notice from them.

If the register requires to be rectified in consequence of any proceedings in any such other Court, the Court shall give the Registrar notice of such requirement, and he shall rectify the register accordingly.

Certificate of Registrar to be evidence.

26. The certificate of a Registrar appointed under this Act or under the law relating to trade-marks for the time being in force in the United Kingdom as to any entry, matter or thing which he is authorized by this Act, or any rules made hereunder, or by the said law or the rules made thereunder, as the case may be, to make or do, shall be evidence of such entry having been made and of the contents thereof, and of such matters and things having been done or left undone.

LEGISLATIVE DEPARTMENT.

We, the undersigned Members of the Select Committee to which the Bill to provide for the registration of Trade-marks was referred, have the honour to report that we have considered the Bill and the papers noted in the margin.

From Chief Commissioner, Ajmere and Merwara, No. 557, dated 23rd July, 1879 [Paper No. 1].
From Secretary to Chief Commissioner, Mysore, No. G. 3789—J. 8, dated 4th August, 1879 [Paper No. 2].
From Secretary for Berar, to Resident, Hyderabad, No. 16, dated 16th August, 1879 [Paper No. 3].
From Secretary to Government, Punjab, No. 737 C, dated 25th August, 1879, and enclosures [Papers No. 4].
From Officiating Secretary to Chief Commissioner, Central Provinces, No. 3528—187, dated 25th August, 1879 [Paper No. 5].
From Acting Chief Secretary to Government, Madras, No. 2062, dated 18th August, 1879, and enclosures [Papers No. 6].
From Secretary to Chief Commissioner, Assam, No. 1625, dated 2nd September, 1879 [Paper No. 7].
From Secretary to Government, Bengal, No. 3765, dated 9th September, 1879, and enclosures [Papers No. 8].
From Acting Under-Secretary to Government, Bombay, No. 5694, dated 20th September, 1879, and enclosures [Papers No. 9].
From Acting Chief Secretary to Government, Madras, No. 2474, dated 25th September, 1879, and enclosure [Papers No. 10].
From Officiating Secretary to Chief Commissioner, British Burma, No. 2211—381, dated 23rd September, 1879 [Paper No. 11].
From Secretary to Government, North-Western Provinces and Oudh, No. 2707, dated 29th September, 1879, and enclosures [Papers No. 12].
From Acting Under-Secretary to Government, Bombay, No. 6051, dated 8th October, 1879, and enclosure [Papers No. 13].
From Hon'ble J. Pitt Kennedy, dated 16th January, 1880 [Paper No. 14].
Extract, paragraph 1, from despatch from Secretary of State for India in Council, No. 45, dated 24th December, 1879, and enclosure [Paper No. 15].

2. The most important question we have had before us is as to the mode in which trade-marks already registered in England should be dealt with. The Bill, as introduced, confers no privilege whatever upon such trade-marks. It puts them upon the same footing as any other foreign trade-marks, and requires them to be registered here, in precisely the same manner as if they had never been registered in England. This, it must be admitted, would entail much trouble and a considerable expenditure of time and money, which it would, if possible, be most desirable to avoid. Moreover, the provisions of the Bill being substantially identical with those of the English Statutes, the questions and disputes which would arise with reference to the registration of a trade-mark in England, would frequently arise again, in much the same form, with reference to its registration here, and thus much of the work would be done twice over. Several suggestions have been made with a view to avoiding or overcoming this difficulty.

3. The first we would notice (and we understand it to be one of the alternative suggestions put forward by the Calcutta Chamber of

Commerce) is to the effect that the measure should be restricted to trade-marks used in connection with Indian products, all other trade-marks, including English trade-marks, being left on the same footing as they now are, that is to say, on the same footing as trade-marks were in England before the legislation of 1875-76.

This suggestion is one which we should be unwilling to adopt. We believe that the result of adopting it would be, not only that we should leave by far the larger proportion of the trade-marks now in use in this country on an unsatisfactory footing, but, further, that we should be compelled to withhold, even from the limited class of trade-marks to which we should restrict our legislation, the benefit of some of the most important provisions of the proposed measure.

4. If, for example, the Bill were restricted in its operation to trade-marks used in connection with Indian products, we could not, as it seems to us, retain the section which confers on a person registering a trade-mark, a presumptive title at once and a conclusive title after five years; for to do so would be to put it in the power of, say, an Indian manufacturer of piece-goods to place upon the register as his own, the trade-mark of some well-known Manchester manufacturer. The Manchester manufacturer could not protect himself against this beforehand by registering the mark in India, for the register would not be open to him, and thus when he discovered what had been done, he would be compelled to go into Court to contest the registration in the face of a presumption created by the law in favour of his adversary, or worse still, if the five years passed without his discovering the trick, might lose his right to the trade-mark altogether. And if the Bill were cut down so as to avoid this and other like results, we doubt whether it would be worth while proceeding any further with the proposed legislation.

5. Putting aside then this suggestion, which would exclude English trade-marks altogether from the operation of the Bill, we have next to consider the suggestion that they should, if registered in England, be placed upon the register here as a matter of course and without any previous notice or inquiry.

This, we understand to be the second of the two alternative suggestions of the Calcutta Chamber of Commerce, and it is, at all events, the suggestion put forward by the Manchester Chamber in their letter to the Secretary of State, in which they say that they support the Bill with the proviso that "previous registration of a trade-mark [in England] shall be accepted as proof of ownership and right of registration in India also, as in the case of other countries having trade-mark conventions with Great Britain."

6. We do not know on what the Chamber found their statement that the registration of a trade-mark in England is accepted in countries having trade-marks conventions with Great Britain, as proof of ownership and right of registration.

From an examination of the reports relative to trade-marks legislation in foreign countries, presented to Parliament in 1879, it would appear that, though the laws of some European countries require a foreign owner of a trade-mark to register his mark at home before applying for registration in those countries, such previous registration is nowhere accepted as dispensing with any of the formalities or precautions prescribed by law as preliminaries to registration in other cases. The only privilege that appears to be anywhere accorded to a

foreigner, who has registered his mark at home, is in Austria, where it is said that marks, which would not ordinarily be recognized as trade-marks, are not refused registration on this account, if the applicant can show that they have been registered as trade-marks in his own country (page 4 of the reports above referred to).

7. But, however this may be, we think it clear that, under a law like the present Bill, which makes registration at first starting presumptive evidence, and after a time conclusive evidence, of title, no such privilege as we understand the Chamber to ask for, can be conceded to foreign registration.

If the registration of a trade-mark in England were to give the registered owner an absolute right to have it registered here, without any previous public notice of his application, it would be no difficult matter for a manufacturer who desired to appropriate a mark which was in use in this country, but had not been registered, to get it registered in England and then have it registered here, thereby acquiring, at once, a presumptive title to it. There being no public notice given of his application, his proceedings would probably pass unobserved, and if he only had the patience to refrain from using the mark for five years, he might acquire an absolute title to it as against the true owner.

8. No doubt the true owner might preclude the possibility of this by himself registering the mark as soon as he designed it, or, in the case of marks in use when this Bill becomes law, as soon as the Bill passes; but to drive him to do this would be in effect to establish a compulsory system of registration; in other words, to establish a system essentially different from that contemplated by the English legislation on the lines of which we are proceeding.

9. Having thus disposed of the suggestions which have been made to us, it remains for us to state what seems to us to be the only practicable solution of the question.

It appears to us that if we could require that every trade-mark presented for registration in this country should have enfaced on it, or incorporated with it, or superadded to it, some distinctive inscription or device prescribed by the Government, and of such a nature as to strike the eye at the first glance, there would be no reason why we should not frame our Bill so as to give to registration in England, precisely the same effects as we give to registration here. The result of insisting on such a distinctive inscription or device would, in fact, be that every trade-mark registered here would be essentially a different mark from any registered in England, and so no question could ever arise between the owner of a mark entered upon the one register, and the owner of a mark entered upon the other.

10. We are quite aware that, in the case of certain articles, some degree of ingenuity would be required to ensure that the inscription or device prescribed was really of so distinctive a nature and so striking, as to make the mark to which it was added, practically a new mark, without, at the same time, obscuring its original features; but we believe that no serious difficulty would be found in any case, while in the vast majority of cases the matter would be simple enough. In the case, *e.g.*, of the ordinary marks on piece-goods, perhaps the most important class of marks with which we should have to deal, we believe that the words "Indian mark," printed diagonally across the mark, would be all that would be required.

11. It has been objected that the working of the system we propose would be liable to be interfered with by persons registering, in England, trade-marks bearing the distinctive device or inscription prescribed by the Government here. We presume that we have nothing to fear on this score, as we suppose the Registrar in England would have power, or could easily be given power, to refuse to register a mark bearing that device or inscription, except on the application of the Indian registered owner; but if there should be any reason to apprehend that such marks might be registered in England in the name of another person, we could meet the difficulty thence arising, by providing that, in such a case, no effect should be allowed here to the English registration.

12. We have not overlooked the fact that there are trade-marks in use in British India which are the property of Frenchmen, Germans and other foreigners, and are used by them in connection with, businesses carried on by them in their own countries; but we do not think that what we propose would involve any hardship to the owners of such marks. They would be on precisely the same footing as British subjects; that is to say, they could always have their marks registered here by adding to them our distinctive inscription or device, or, if they preferred it, they could register the mark in England in its original shape without any such addition.

13. We have amended the Bill so as to give effect to our suggestions, but, seeing that none of us here have had any experience of the working of any system of registration of trade-marks, we do not think it would be safe for the Council to take any further action regarding the Bill until it has been submitted in its amended form for consideration, not only to the Chambers of Commerce in this country, but also to the Manchester Chamber of Commerce, the Registrar of trade-marks in England, and such other individuals or public bodies, in England, as may be most competent to form an opinion on such a matter.

14. In concluding this portion of our report, it is, perhaps, convenient that we should state what, in our opinion, should be done in the event of the course we now propose not meeting with the approval of the persons concerned.

We think that in such an event, the only course open to the Council would be to require trade-marks registered in England to be registered afresh here after the publication of the usual notice and according to the ordinary procedure, and the only concession which could, in our opinion, be made to the owners of such trade-marks, would be that already referred to as at present made in Austria, viz., that no objection should be taken to their marks on the ground that they were not trade-marks within the meaning of the Act.

We believe that this would be deemed an important concession, especially when it is borne in mind that the matter of determining whether a particular mark is a trade-mark, within the meaning of the Act, or not, is, at least in the case of cotton marks, one of such labour and difficulty, that it has been found necessary to appoint a Committee of experts to deal with it in England. But important as this concession is, we are by no means sure that it would satisfy the majority of the registered owners of trade-marks in England, whose main object seems to be to get rid of the trouble and expense involved in the issue

of notices and the hearing of objections, and it is for this reason we advocate the alternative course suggested above.

15. The only change of substantial importance which we have made in the Bill, in addition to those involved in the recognition of English registration, consists in the insertion of a section (3), requiring a Deputy Registrar to be appointed at Bombay and giving power to appoint one at any other place in British India.

This provision has been inserted with a view to meeting, as far as possible, the wishes of the Bombay Chamber of Commerce. We regret to say that we find it impossible to give effect to that Chamber's recommendation that the High Courts at Bombay and Madras, as well as the High Court at Calcutta, should be appointed as Courts to control the registration of trade-marks. As, in order to secure the objects of a law like this, there must be but one register upon which all marks registered in British India shall be brought, so likewise there must be but one judicial authority to control the making and maintenance of that register. It would, we think, be most inconvenient to have three High Courts all independent of one another, and with no common superior nearer than the Queen in Council, empowered to direct the Registrar to make or cancel entries in his register. Under such a state of things cases would inevitably arise in which conflicting orders would be issued by different Courts, and endless trouble and confusion would result.

16. In the form of the Bill, we have made several changes which do not seem to call for special mention here. We may, however, state that with a view to making the Bill more complete in itself, and more intelligible to those who will have to work it if it becomes law, we have introduced into it several sections (13 to 18), containing provisions which the English Act relegates to rules. As these provisions, if not introduced into the body of the Act, would certainly be made here, as they have been in England, in exercise of the power to make rules which the Act confers, the change is of little importance.

17. The publication ordered by the Council has been made. We think, however, with reference to what we have said above in paragraph 13, that the Bill as now amended should be republished, and that a copy of it should be sent to the Secretary of State in Council, together with a copy of this report.

The 28th February, 1880.

WHITLEY STOKES.
A. J. ARBUTHNOT.
T. C. HOPE.
E. C. MORGAN.

CHAMBER OF COMMERCE, BOMBAY, *17th August*, 1880.

To the UNDER-SECRETARY to GOVERNMENT, Judicial Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 2216 of the 31st March last, forwarding copies of a letter from the Government of India, Legislative De-

partment, No. 362, dated the 9th idem, and of the proposed Indian Trade Marks Bill of 1880, together with the Report of the Select Committee thereon, and requesting that Government may be favoured with the opinion of the Chamber on the provisions of the Bill.

The Chamber having referred these documents to the consideration of a Special Committee, has now the honour to submit the following observations upon them :—

The Report of the Select Committee of the Council of the Governor-General is principally concerned in discussing the important question as to the mode in which trade-marks already registered in England, should be dealt with. The Bill as introduced confers no privilege whatever upon such trade-marks. It puts them upon the same footing as any other foreign trade-marks, and requires them to be registered here, in precisely the same manner as if they had never been registered in England. This, it is admitted, would entail much trouble, and a considerable expenditure of time and money, which it would, if possible, be most desirable to avoid. Moreover, the provisions of the Bill being substantially identical with those of the English St tutes, the questions and disputes which would arise with reference to the registration of a trade-mark in England would frequently arise again, in much the same form, with reference to the registration here, and thus much of the work would be done twice over.

Several suggestions were made to the Select Committee with a view to avoiding or overcoming this difficulty. Among this was a suggestion put forward by the Bengal Chamber of Commerce to the effect that the measure should be restricted to trade-marks used in connection with Indian products, all other trade-marks, including English trade-marks, being left on the same footing as they now are, that is to say, on the same footing as trade-marks were in England before the legislation of 1875-76. This suggestion the Select Committee were unwilling to adopt. They believed that the result of adopting it would be not only that by far the larger proportion of the trade-marks now in use in this country would be left on an unsatisfactory footing, but further, that they would be compelled to withhold, even from the limited class of trade-marks to which legislation would be restricted, the benefit of some of the most important provisions of

the proposed measure. The Chamber concurs in the views of the Select Committee regarding the suggestion of the Bengal Chamber.

The Select Committee, after disposing of other suggestions which had been made to them, proposed, as the only practicable solution of the question, that if it could be required by law that every trade-mark presented for registration in this country should have enfaced on it, or incorporated with it, or superadded to it, some distinctive inscription or device prescribed by the Government, and of such a nature as to strike the eye at the first glance, there would be no reason why the Bill should not be framed so as to give to registration in England precisely the same effects as we give to registration here. In the case, *e.g.*, of the ordinary marks on piece-goods, they believed that the words "Indian mark," printed diagonally across the mark, would be all that would be required. The Chamber is strongly opposed to this idea, for the following reasons:—(1) that any alteration made in a trade-mark already well known would induce among natives the suspicion that the goods were not the same; (2) that the idea could be made applicable only to tickets, and not to the several other classes of trade-marks described in Section 5 of the Bill; (3) that the expense and inconvenience imposed on the mercantile community would be very great.

The Chamber recommends, as the simplest mode of overcoming the difficulty, that, instead of English trade-marks being registered here, India should come under the English Act, and Indian trade-marks should be registered at home, applications being forwarded through the Registrar's office. It desires to submit this recommendation on the following grounds:—(1) that all trade-marks would be submitted to one body of experts; (2) that many of the difficulties of detail which at once confront a measure of this kind would be avoided; (3) that the proportion of Indian trade-marks is comparatively small; (4) that Indian manufacturers would be protected against unfair competition on the part of English shippers in foreign markets, such as China and Zanzibar. For instance, if an Indian spinner were to acquire a reputation for his trade-mark owing to the superior quality of his yarn, he might be subject in China or other markets to competition from English or other yarn bearing a similar mark but produced from low qualities

of cotton; and he would have no protection. If this system were adopted, the production of the English registration would be sufficient to ensure protection, and questions and disputes might be tried in any Court.

If, however, Government do not approve of this proposal, but decide to require trade-marks registered in England to be registered afresh here, after the publication of the usual notice and according to the ordinary procedure, the Chamber then suggests that no trade-mark should be registered until three months after the passing of the Act, and that transfers from the British and other registers should, if applied for within that period, be registered for a merely nominal fee: provided that no objection be raised by any one who can prove his right to a mark already recognized in the Indian market as a trade-mark, and to which it bears too great a resemblance.

If it should be determined to require trade-marks registered in England to be registered afresh here, the Select Committee, in the 14th paragraph of their Report, sub-para. 2, appear to contemplate according a privilege to the owners of trade-marks registered in Austria, viz., that no objection shall be taken to their marks on the ground that they were not trade-marks within the meaning of the Act, if the applicant can show that they have been registered as trade-marks in his own country. This privilege appears from the Select Committee's Reports to have been accorded in England, but the Chamber does not think that it is a concession which should be given; it can see no object in making it, and it might possibly lead to confusion.

The concluding remarks in para. 12 of the Select Committee's Report seem to imply that English registrations would be accepted; but it is evident from paragraph 7 that this is not intended.

The Chamber now proceeds to submit its views on such of the sections of the Bill as in its opinion should be altered or amended.

Section 3.—The Chamber, in recommending, in its Report on the Bill of 1879, that a Deputy Registrar should be appointed at Bombay, had in view the appointment of the High Court of Judicature at Bombay as a Court for the purposes of the Act. As, however, the Select Committee of the Legislative Council of the Governor-General

do not think it advisable that the High Court at Bombay should be appointed a Court to control the registration of trade-marks, the expense of having a Deputy Registrar at Bombay might be saved.

Section 10.—The Chamber requests attention to the remarks of the Chamber upon Section 8 of the Bill of 1879. It is not stated by whom, in cases where the Registrar is found to be at fault and the Court awards damages, the damages and costs are to be paid : it is desirable that this omission should be rectified.

Section 19.—Attention is also requested to the remarks of the Chamber in regard to the rules contemplated under Section 13 of the Bill of 1879. Those remarks are equally applicable to the present Bill, and the Chamber desires to press them on the attention of Government. They were as follows :—

> ' Section 6 of the Bill of 1879 (corresponding with Section 20 of the present Bill) provides for the registration of a person as first proprietor of a trade-mark, but there may be cases where the registration of one device may be applied for by two or more persons simultaneously. It appears to the Chamber to be desirable that provision be made, under Section 13, as to which of the persons shall, in these circumstances, be entitled to the mark.
>
> Rule 59 of the English rules provides that a Committee of persons versed in the usages of the cotton trade shall be appointed by the Commissioners of Patents, consisting of such number of persons as may from time to time be determined by them; and, in pursuance of this authority, the Directors of the Manchester Chamber of Commerce have been appointed by the Commissioners to form the Committee of experts. The duties of the Committee of experts are described in Rules 59 and 60 of the English rules.
>
> The Chamber considers it necessary for the efficient working of this Act that a similar Committee of experts, with similar duties, be appointed, and that in consideration of the important mercantile and manufacturing interests of Bombay this Committee be composed of members of the Chamber of Commerce and of the Millowners' Association. At the same time, the

Chamber apprehends that to find men with the necessary experience, and with sufficient leisure for such laborious work, will prove to be one of the practical difficulties in the working of the Act.

The Chamber recommends that the English rules generally be adopted, and sent for approval to the Chamber of Commerce before adoption, but that all trade-marks which have been in use in India before the passing of the Act may be registered, provided they are well-known trade-marks.

With these exceptions the Chamber approves of the provisions of the Bill.—I have, &c.,

JAMES N. GRAHAM, Chairman.
JOHN GORDON, Secretary.

APPENDIX S.

INCREASING NUMBER OF DESTITUTE ASIATIC SEAMEN IN THE UNITED KINGDOM.

No. 76 of 1880.

MARINE DEPARTMENT,
BOMBAY CASTLE, *23rd April*, 1880.

From the SECRETARY to GOVERNMENT to the SECRETARY BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward a copy of the papers, noted in the margin, regarding the increasing number of destitute Asiatic Seamen in the United Kingdom, and to request that Government may be favoured with any remarks and suggestions the Chamber of Commerce may desire to offer with a view to the mitigation or removal of the evil complained of.

Despatch from the Secretary of State, No 7, dated 4th March, 1880, with enclosures. Letter from the Shipping Master, Bombay, No. 102, dated 13th April, 1880, with accompaniments.

2. I am at the same time desired to invite attention to the correspondence ending with your letter of 23rd September, 1875.—I have, &c.,

J. A. M. MACDONALD, Colonel,
Secretary to Government.

STATISTICS AND COMMERCE, No. 7.

INDIA OFFICE, LONDON, *4th March*, 1880.

To His Excellency the Honourable the GOVERNOR in COUNCIL, Bombay.

SIR,—Para. 1. I forward herewith a copy of papers respecting a complaint by the Directors of the Strangers' Home for Asiatics as to the great number of Asiatic seamen sent to London in a destitute condition from continental ports, and I request that you will take into your consideration the question of any measures that may be practicable for preventing the evils brought to notice in this correspondence, particularly with reference to the point urged in the letter from the Board of Trade of 9th February, that the agreement with Indian seamen shipped on foreign vessels should provide for their return to India, if necessary.

2. I should also be glad of your opinion on the suggestion of Her Majesty's Consul at Dunkirk that a master should be compelled to provide food and lodging on board his vessel to a discharged seamen

until he receives his wages; and also on that of the Bremen Consul that an arrangement should be made with foreign Governments for handing over to the care of British Consuls all natives of Her Majesty's Asiatic dominions discharged from foreign ships.—I have, &c.,

CRANBROOK.

ENCLOSURES.

No. 1.

STRANGERS' HOME FOR ASIATICS, *4th November*, 1879.

The UNDER-SECRETARY of STATE for INDIA.

SIR,—The Directors of the Strangers' Home for Asiatics, Africans and South Sea Islanders will thank you to bring to the notice of the Right Honourable the Secretary of State for India in Council the large and increasing number of destitute Natives of the East, who have been sent over from continental outports* to London by Her Majesty's Consuls and others during the last ten months, and to solicit his Lordship's aid in alleviating, as far as practicable, the hardships which many of Her Majesty's Asiatic subjects are liable to in being cast adrift in Holland and France, robbed of all they possess, and sent over utterly destitute to the United Kingdom.

* Rotterdam. Hamburgh. Bremen Bremenhaven. Antwerp. Dunkirk. Havre. Bordeux.

These cases of destitution consist of lascars, firemen, stewards, cooks, and servants, who have been engaged to work on board of French, Dutch, Norwegian, and other foreign ships and steamers, shipped at Mercantile Marine Offices in India and other ports in the East to fill up vacancies in vessels returning to Europe.

On arrival of these vessels at their destination in Europe, these natives of the East are discharged with the European crews from the vessels they come in, paid up their wages and thrown on their own resources; in nine cases out of ten they become the victims of land-sharks and crimps, who, always on the look out for their prey, fleece these poor men of their earnings, strip them of all they possess, even to their discharge certificates. Finding themselves destitute, some few of these cases, it would appear, apply at the British Consulate for assistance, which is given them, it is true, as well as to others found destitute, but a passage to London by the first opportunity is usually obtained for all, and paid by the British Consul, though in some instances by the crimps themselves, and thus these cases of destitution are got rid of from foreign ports.

On arrival in the port of London they find themselves destitute on the streets of the metropolis. In some cases they are sent by a Consul, whilst in others they come to this Institution and apply for admission, which has hitherto invariably been acceded to; they are taken in, maintained, and clothed in some instances, till employment is found for them in vessels returning to India or the East.

Of late the number has increased so greatly that the Directors feel it an incumbent duty to bring these facts to notice, and are desirous to ascertain if Her Majesty's Consuls in continental ports are justified in sending off *all Asiatic destitute cases* to be cast adrift on the streets

of the metropolis, either to be maintained at the cost of ratepayers, or to be provided for through the alms of the British public, without previously investigating the cause of their destitute condition, and giving them that aid and protection which, as British subjects, they are entitled to at every British Consulate, especially in endeavouring to enforce the responsibility of those who bring them from their native land.

The Directors have no doubt that, in sending these destitute cases to the United Kingdom, there is a greater chance of obtaining passages or employment for them in vessels bound to their native land, but they cannot for a moment believe that any of these cases shipped on board foreign vessels at British or other ports in the East can have been allowed to take employment and engage themselves to work in foreign vessels without the shipping master first obtaining the guarantee of the master of the vessel that they should be returned to their native land in due course, as in the cases of all natives of India brought to the United Kingdom; consequently, the Directors of this Institution would most respectfully request his Lordship's assistance in having the interests of these poor Asiatic British subjects looked after in foreign ports.

The Directors beg further to observe that it is not only Her Majesty's Asiatic subjects who, when found destitute, are put on board steamers bound to the United Kingdom, their passage paid for, and sent off from continental outports to be landed in England and thus cast adrift on our streets, but natives of China, Japan, Malays, South Sea Islanders, and others not included in the accompanying list, share the same fate, after doing good service to their employers in working on board of home bound vessels with valuable cargoes from far distant lands, and it appears to the Directors of this Institution most extraordinary that England should be saddled with the maintenance and provision of all the destitute natives of the East who, from neglect and robbery, have become destitute in *foreign ports.*

In conclusion, the Directors of this Institution would most respectfully suggest:—

1st.—That in the event of any of Her Majesty's Asiatic subjects being discharged in foreign ports and desirous to be sent over, or if it should be deemed desirable to send them, to England, their wages and earnings be remitted, as has been done in many cases in past years, to any Mercantile Marine Office in the United Kingdom.

2nd.—That the agreements and contracts entered into by those who bring Her Majesty's Asiatic subjects from their native land be looked into and enforced.

3rd.—That measures, as far as practicable, be adopted to prevent their clothing and property falling into the hands of those who fleece them of all they possess, for not one in twenty of these poor natives of the East land in England, when sent over from continental ports, possessed of anything beyond the clothes in wear.

4th.—That the reasons why these destitute cases are sent to the United Kingdom to be maintained and provided for should be fully stated and given to every individual sent over from continental ports.—I have, &c.,

R. M. HUGHES, Lieut.-Colonel
Hon. Secretary, Strangers' Home for Asiatics.

No. 2.

BOARD OF TRADE, *9th February*, 1880.

The UNDER-SECRETARY of STATE for INDIA.

SIR,—With reference to your letter of the 24th November last, transmitting a copy of a letter from Lieutenant-Colonel Hughes, the Honorary Secretary of the Strangers' Home for Asiatics, calling attention to the large number of Indian and other native seamen who are discharged at European ports from British and foreign vessels, and are sent from thence in a destitute condition to the United Kingdom, I am directed by the Board of Trade to transmit herewith, for Lord Cranbrook's information, copies of Despatches received from Her Majesty's Consuls at the various ports mentioned in the enclosure to Colonel Hughes' letter on the subject.

Having regard to the nature of these replies, the Board of Trade would suggest, for his Lordship's consideration, that the attention of the Indian Government should be drawn to the importance of not allowing Indian seamen to be shipped on board foreign vessels at Indian ports unless the agreement provides for the payment of their passage back to the port of shipment, or some other port in India, in the event of employment not being found for them on their discharge at European ports.—I have, &c.,

THOMAS GRAY.

ENCLOSURE 1 IN No. 2.

BRITISH CONSULATE, HAVRE, *12th December*, 1879.

The ASSISTANT SECRETARY, Marine Department, Board of Trade.

SIR,—I beg to acknowledge the receipt of the Board of Trades' official letter, M. 18289, of the 10th instant, transmitting copy of a letter, and its enclosure, written by the Honorary Secretary of the Strangers' Home for Asiatics in London to the Under-Secretary of State for India, on the subject of the increasing number of distressed Indian and other seamen landed at European ports, and sent thence to the United Kingdom, and asking for any observations I may have to make on the statements and suggestions.

I would commence by expressing my great surprise that, before making on Her Majesty's Consuls (who both know their duties and faithfully execute them) the unjust attack implied in the paragraph commencing "Of late the number," and ending with "from their native land," Lieutenant-Colonel Hughes did not make himself acquainted with the true state of the case.

The distressed seamen spoken of in his letter may be divided into two classes: those brought to European ports in British, and those in foreign vessels. As regards the first, the Consular Officer would see whether the agreement bore any clause making it incumbent on the master to send the men back to the port of shipment, and, if so, would see that he fulfilled the contract. Failing in this condition, the men would be treated in the same manner as other seamen; if they had money, the Consul would try to induce them to take a seaman's money

order, but he could not force them to do so, nor prevent them, if they chose, from going to stay at a seaman's boarding-house and spending their money.

With regard to men brought by foreign vessels, they would be shipped before the respective Consuls of those vessels, and the Shipping Master (in Indian ports) would have nothing to do with the matter. Her Majesty's Consul has no knowledge of these men until they present themselves before him in a destitute condition, when his duty is to provide for them at the least expense to the Government, and as there is hardly any outward direct communication between Havre and the East Indies, the only possible course of doing so is to send them to London. With regard to the suggestions made in Colonel Hughes' letter, the first is quite superfluous, an Asiatic seaman having already the same means and facilities for remitting his money to the United Kingdom through a Consulate as any other one. The second would be very difficult to carry out, for two reasons—1st, that, as I said before, Her Majesty's Consuls have no knowledge of these seamen until some time after their discharge from foreign vessels; and, 2nd, that other countries would object to Her Majesty's Consuls having a "right of search" into the terms and conditions of their ships' agreements. With regard to the third, they are no worse off in this port than any other class of seamen, all of whom, owing to the want of proper supervision over the boarding-house keepers and crimps, and the difficulty of setting the law in force against them, are too frequently the victims of robbery and extortion. Inasmuch as any agreement entered into between our own and any foreign Government for the mutual relief of distressed seamen must be more or less of a one-sided nature against us; it would be very desirable, if possible, to have it explicitly stated therein that these destitute seamen should be sent back to their port of shipment at the expense of the country on board of whose vessels they had been serving.

I doubt whether the German Government would interpret the terms of their agreement with us in this sense, or whether they would not think they had fulfilled their obligations when they sent Asiatic seamen, discharged from their vessels in European ports, to the United Kingdom.—I am, &c.,

FREDERIC BERNAL.

ENCLOSURE 2 IN NO. 2.

BRITISH CONSULATE, HAVRE, *3rd January*, 1880.

The ASSISTANT SECRETARY, Marine Department, Board of Trade.

SIR,—Referring to your official letter, M 19125, of the 29th ultimo, I beg to inform you that Mr. Vice-Consul Rowell, under whose notice the two lascar seamen send to England would come, states that, after this lapse of time, he cannot call to mind the particular circumstances of their cases. It is more than probable, as they were discharged from French ships, that that they had not much wages to receive, and that, having spent them, and being unable to find employment, they then came on the Consulate.—I am, &c.,

FREDERIC BERNAL.

ENCLOSURE 3 IN No. 2.

BRITISH CONSULATE, ROTTERDAM, 13*th December*, 1879.

The ASSISTANT SECRETARY, Marine Department, Board of Trade.

SIR,—I have the honour to acknowledge the receipt of your despatch of the 10th instant, marked M 18289/1879, enclosing a copy of a letter and its enclosures addressed by Lieutenant-Colonel Hughes, the Honorary Secretary of the Strangers' Home or Asiatics in London, to the Under-Secretary of State for India, on the subject of the increasing number of distressed Indian and other coloured seamen who appear to apply for support to the Home of which Lieutenant-Colonel Hughes is the Honorary Secretary, and calling upon me for any observations I may have to make on Colonel Hughes' statements and suggestions.

Among the cases to which Colonel Hughes calls attention there is one from Rotterdam, which appears to have been brought to his notice under a misrepresentation or misapprehension of the actual facts of the case. I refer to No. 16, Napoleon Button (*sic*) a native of Mauritius, discharged from the English ship "Sea Bird." The name is apparently not quoted correctly, but it is, no doubt, intended for Appolus Bouton, who, in that name, appears on the articles of the vessel in question as a native of Mauritius, engaged as cook and steward, *not* in an Asiatic port, but in *Cardiff*, on the 20th of January, 1879, to serve in that capacity on a voyage "from Cardiff to Banana (Congo River) and (or) any ports or places on West Coast of Africa, and (or) North and South Atlantic or Mediterranean, and back to Cork or Falmouth, for orders thence to a port of discharge in United Kingdom or Continent." In the performance of this voyage the "Sea Bird" was ordered to Rotterdam, where consequently the agreement between the master and the cook and steward terminated, the latter receiving the sum of 14*l.* 1*s.* 11*d.* as balance of his wages. At his own cost he obtained a ticket for his passage to London, and he was therefore *not* sent by me as a destitute or distressed seaman to London. Under what circumstances or after what lapse of time he subsequently became distressed I have no means of judging, but I trust that I have shown by the above information that, so far as I am concerned, the case could not have been otherwise dealt with.

As regards Colonel Hughes' statements and suggestions generally, I shall avail myself of your permission or invitation to observe that in my opinion the remedy of an evil (if it can be so styled) is being sought in the wrong place. So long as Asiatics can be engaged as seamen or firemen in Indian or other Asiatic ports on the same terms as Europeans, there is no doubt that the number of such seamen temporarily destitute in European harbours, and specially in London, will increase in proportion to the increased development of steam communication with the East. If the agreement between a master and such men is made terminable in the United Kingdom or Continent of Europe, a Superintendent of Mercantile Marine or a Consul, as the case may be, has no option, but must sanction the discharge. In cases of this nature occurring abroad, and in which the Asiatic may subsequently become destitute, London is clearly the port to which a Consul will endeavour to send him; firstly, because he is there most likely to find employment which will take him to or towards his native country; and secondly, because, failing such employment, he has the

chance of charitable relief from an institution such as Colonel Hughes', which does not exist elsewhere.

With respect to the suggestions numbered 1, 2, and 3 in the Colonel's letter, I may respectfully observe, as regards No. 1, to the effect that the wages and earnings of Asiatics discharged in foreign ports be remitted to a Mercantile Marine Office in the United Kingdom, that I am not aware that the Consul has any power to enforce such a course. I do all I can to persuade seamen of all nationalities to take advantage of the money order system, but I am powerless to do more.

Suggestion No. 2, that agreements and contracts entered into by those who bring Her Majesty's Asiatic subjects from their native land be looked into and enforced, is strictly observed at this Consulate. Only quite recently there was a British vessel in port, arrived from one of the Burmese ports with a native crew, but the captain was bound to take or send them home, and I refused to sanction the discharge of a single man, though captain and crew were mutually agreed to terminate the contract if I had allowed it.

As regards suggestion No. 3, that measures should be adopted to prevent native seamen from being robbed of all they possess, this is what I am sure every Consul endeavours to do, but it should not be forgotten that coloured men in receipt of wages after a long voyage are quite as deaf to argument and persuasion as their European shipmates, and that they are frequently very willing victims of the crimps.

I do not approve of the concluding portion of suggestion No. 3, in which it is proposed in destitute cases to supply the individual relieved with a statement of his own case. The conveyance order, C 16, issued to the master carrying such seamen to the United Kingdom, contains a brief record of the circumstances under which relief has been afforded. Hence the case can be easily traced at home, without incurring the risk of certificates or statements being improperly used.

The above remarks are confined to cases in which Asiatics and other coloured seamen are supposed or assumed to have been brought to foreign continental ports in British ships ; but when they may have arrived under foreign flags the British Consul has rarely any alternative but to sent them to England by the first available opportunity, if they come to him in a destitute condition.

It seems almost superfluous to point out that a British Consul cannot interfere with his colleagues in cases where men are discharged from foreign vessels, and in conclusion, therefore, I have the honour to repeat that, in my opinion, the remedy must be sought in the ports of Her Majesty's colonial possessions, by sanctioning the shipment of natives on stringent conditions only as to their return.—I have, &c.,

ALEX. TURING.
Her Britannic Majesty's Consul.

ENCLOSURE 4 IN No. 2.

BRITISH CONSULATE, HAMBURG, 16*th December*, 1879.

The ASSISTANT SECRETARY, Marine Department, Board of Trade.

SIR,—I have the honour to acknowledge the receipt of your despatch of the 10th instant, M 18289/1879, instructing me to offer any

observations that I am able upon the copy of the letter of Lieutenant-Colonel Hughes to the Board of Trade, enclosed therewith, on the subject of distressed Indian and other native seamen, who appear to be sent home to the United Kingdom in increasing numbers by Consular Officers and others.

In reply, I beg to report that, after careful reference to the consular book for distressed seamen, I have been unable to trace any of the men whose names are submitted in the letter of Lieutenant-Colonel Hughes; these seamen may have formed part of the many cases of sailors discharged before me with such small sums of money that they can only reach the United Kingdom, in search of re-engagement, in a state utterly without means. Had, however, all the men in question in both cases passed through my hands as distressed British seamen, I should not have fulfilled my duties unless I had complied with the Board of Trade regulations in despatching them to England.

Regarding Nos. 5 and 6, I have to report that none of the crew of the ship "St. Andrew," who were discharged before me, bore a Hindustani name, and none of those so discharged obtained Government passages home. I am unable to recognize the ship "Joseph Clarke," mentioned in Example No. 8, since it neither appears in my Consular Registry of Ships arrived at this port, nor is it catalogued in the Mercantile Navy List for 1879. It may be a newly classed vessel, but it has not yet visited Hamburg.

Passing to the instructions of the Board of Trade that the said letter should be commented on, I would remark, that, in my nearly 14 years' experience as Her Britannic Majesty's Consul at Hamburg, I cannot call to mind a single case which has passed under my notice of ships' articles containing a specific agreement in writing for the defrayment of the passage back to India at the owner's expense of those seamen, natives of Her Majesty's Indian possessions, who have been engaged at Indian Mercantile Marine Offices for voyages to European ports.

As a preventive of the contended system of masters leaving Her Majesty's Indian and other native subjects in a destitute condition in European ports, I would strongly urge the requirement of a money deposit on the part of masters at the time of engagement, in order to provide for the return home of such seamen and others, and the prevention of such subjects becoming chargeable to Her Majesty's Home Government, or to charitable societies.

I would further respectfully urge upon the Board of Trade my experience that, in nearly every case where British and foreign seamen present themselves together for engagement, the master chooses the latter for the ship's service in preference to British subjects, and I would suggest the necessity of an Act being passed enforcing the engagement of British subjects, should they present themselves, in preference to foreigners, for many reasons, particularly for the two following: the taxes would be reduced, and a greater number of men would be supplied for the Royal Navy, and there can be no doubt that British sailors still make the best fighting men.—I have, &c.,

GEORGE ANNISLEY,
Her Britannic Majesty's Consul.

ENCLOSURE 5 in No. 2.

BRITISH VICE-CONSULATE, DUNKIRK, 19*th December*, 1879.

The ASSISTANT SECRETARY, Marine Department, Board of Trade.

SIR,—I beg to acknowledge the receipt of your letter, M 18289/1879, of the 10th instant, with copy of a letter, and its enclosures from the Honorary Secretary of the Strangers' Home for Asiatics in London to the Under-Secretary of State for India, respecting the number of distressed Indian and other native seamen sent from various European ports to London.

As requested in your letter, I beg to make the following observations on Colonel Hughes' statements.

1st.—With reference to the case of Edward Rector, which is the only one mentioned as from Dunkirk, *see* No. 18 in the list of British subjects (Asiatics and Africans) sent by British Consuls and others from continental ports during the present year utterly destitute. The facts are these: Edward Rector was discharged from the "Thomas S. Stowe," of Liverpool, O. N. 45,867, on 11th June 1879, receiving his balance of wages. 4*l.* 1*s.* 11*d.*, out of which sum he took a 2*l.* money order payable in London. I never heard of this man being in distress in Dunkirk, and I did not send him to London.

2nd.—Should distressed British seamen (Asiatics or Africans) apply at this office, inquiries would be made as to the cause of distress, but if a sailor applies after his vesssel (a foreign one) has left, it would be impossible to do anything except send him to England, for masters, as a rule, will not ship coloured seamen, and a man might have to be kept weeks or months before employment could be obtained for him. I may observe that very few sailors are sent from this port as distressed seamen, in fact, I believe only ship-wrecked men have been so sent.

3rd.—Colonel Hughes states that the Directors cannot for a moment believe that seamen have been allowed to ship in foreign vessels without the shipping master first obtaining the guarantee of the master of the vessel that they should be returned to their native land. If such a guarantee is given for seamen shipped in *foreign vessels*, of course the Consul would endeavour to enforce it, if he heard of the case before the departure of the vessel.

4th.—I have always been under the impression that Consuls only sent to England British subjects who have served as sailors, and not *all the destitute* natives of the East found in their ports.

With regard to the suggestions made by the Directors, suggestion No. 1 is carried out as far as possible at this Vice-Consulate, not only with Asiatic sailors, but with all sailors who purpose going to the United Kingdom. When crews are paid off, the advantages of the money order system are most carefully explained to all the men, but unfortunately they are not appreciated as much as they ought to be, owing to the bad advice given to the sailors by the crimps and others, who use every endeavour to prevent them from taking orders, for they know that when a man has once taken an order his money is out of their reach; and I regret to say that sometimes masters do not aid me as

much as they might in this matter, for they keep the men waiting for their wages to the utmost limit of time allowed by the law, thus giving the crimps and lodging-house keepers a much greater chance of swindling these men than they would have if the ship were paid off as soon as she arrived. When a master gives his crew notice of discharge he frequently keeps them waiting two or three days, and it would be of great benefit to the men if the master were compelled (under a penalty that could easily be enforced) to give them food and lodging (not wages) on board his vessel until they receive their wages. This would, to some extent, neutralize the opportunities enjoyed by the crimps, and would also cause the master to make an effort to pay them off as soon as he had finished with them. If the system in vogue in the river Thames could only be carried out in the ports between the Elbe and Brest, much hard-earned money would be saved to the seamen and their friends. Although some 24,000*l.* has been paid in Dunkirk to seamen in currency during the present year, only about 12,000*l.* has been remitted by means of money orders. What becomes of the rest! The greater portion I fear falls into the hands of the sharks who prey on seamen. This not only is a loss to the seamen themselves, but also to the United Kingdom, where otherwise it would be spent.

Suggestions 2 and 3 should be carried out as far as possible, but in many instances it would be out of the Consul's power to do anything. A paper might be given to the distressed person stating the reason why he was sent to England.—I am, &c.,

EDWARD TAYLOR.

ENCLOSURE 6 IN No. 2

BORDEAUX, 20*th December*, 1879.

The ASSISTANT SECRETARY, Marine Department, Board of Trade.

SIR,—With reference to your letter of the 10th instant and its enclosures, respecting the increased number of distressed Indian and other native seamen sent home from the various Consulates in Europe, and taken charge of at the Strangers' Home for Asiatics in London, I have the honour to inform you that, having only recently been appointed to this post, I have not much experience in the working of the Consulate, and no Indian seamen have been sent home from hence since my arrival.

I have never taken charge of seamen left behind from a foreign vessel without first ascertaining, as far as possible, whether the account the man gives of himself be correct, and applying to the Consul of the country to which such ship belonged to take charge of and send him home; this is generally done. Should, however, the Consul or the local authority refuse to do so, which may sometimes be the case, if the applicant is actually destitute and there happens to be no vessel in the port requiring hands, it appears to me that the best and least expensive mode of dealing with the case is sending the man to England. In such a case, I should write a despatch to the Board of Trade informing them of the refusal of the Consular or other authority.

As far as my experience goes at this port, I find that nearly all seamen discharged or left behind here find employment by reshipping.

At Bordeaux, as well as at any other seaport town in the world, there are crimps and land sharks who swindle and rob seamen of their belongings, and I do all in my power to protect our men from these people, and prevent them going to houses known to be kept by infamous characters, and whenever possible recommend them to houses where they will be well treated.

I do not see how Colonel Hughes' suggestion of remitting wages and earnings to England would be practicable, as the applicants for relief have usually got rid of all their money, and often clothes, before they come to the Consulate.

The contracts entered into by those who bring Asiatic subjects from their countries should be enforced, but as the applicant for relief has never a certified copy of his agreement to produce, and in all probability the vessel he belonged to has sailed again, the only course open to the Consul is to request the Consul or authority of the nation to which such vessel belonged to take charge of him.

I am not certain that the liability of the shipowner, in case of leaving an Indian or other British seaman in a foreign port, is always sufficiently explained to the master engaging the man at our ports in the East, as in my late Consulate I have had some difficulty in making an English shipmaster understand that his owner was liable for all expenses incurred for maintaining and sending home a seaman left there.—I have, &c.,

CHARLES G. G. PERCEVAL, Consul.

ENCLOSURE 7 IN NO. 2.

BRITISH CONSULATE, BREMEN (AND BREMERHAVEN),

25*th December*, 1879.

The ASSISTANT SECRETARY, Marine Department, Board of Trade.

SIR,—I have the honour to acknowledge the receipt of your letter (M 18289/1879), dated the 10th instant, enclosing a copy of a letter, with its enclosure, addressed by Lieutenant-Colonel Hughes to Her Majesty's Under-Secretary of State for India, on the subject of distressed Indian and other Asiatic seamen, and directing me to submit to the Board of Trade any observations which I may have to make on Colonel Hughes' statements and suggestions.

The cases to which Colonel Hughes refers in his letter appear to be in particular those of lascars and other Asiatic natives who have been engaged in Asiatic ports in *foreign* ships, and who, being discharged in European continental ports, subsequently arrive in England in a destitute condition, as the direct shipping trade between Bremen, Bremerhaven, and British India, as also with other Asiatic ports, is considerable. The annual average number of arrivals during the last five years from those countries has been 62 ships (including British and foreign vessels) at about 76,000 tons. The subject is one to which my notice is often attracted, and to which my attention has been given already for many years. The suggestions put forth by Colonel Hughes are accordingly most welcome ones, in so far as this Consulate is concerned, and they are in my humble opinion well worthy of serious

consideration, providing the manner in which they are to be carried into effect be specified more precisely, and that the same be found practicable for adoption in the various foreign ports concerned. At the same time, I would beg leave to submit to the Board of Trade as follows, with reference to these suggestions of Colonel Hughes, viz. :—

(1.) With regard to the first suggestion, it appears that, inasmuch as the cases of destitution in question are those of Asiatic engaged in or discharged from foreign ships, and as it is only in the case of seamen discharged at his own office (*i.e.* from *British* ships) that the Consul becomes cognizant of the nationality of the seamen so discharged, and has power to take charge, if necessary, of the wages, &c., of such seamen, it would be difficult for the British Consul, for instance at Bremerhaven, to take charge of and remit the wages of an Asiatic seamen discharged from a *foreign* ship at this port, unless either the seamen might, of his own accord, apply to the Consul with such a purpose, or directions were given to masters of foreign ships obliging them to hand over any British Asiatic seamen discharged abroad (together with his balance of wages) to the nearest British Consul. The latter would then either forward the seamen to England or elsewhere, whilst remitting his wages to the Mercantile Marine Office at his port of destination, or would find employment for him on board some ship bound for a port in Asia, &c. But such directions to foreign shipmasters could only be issued by the authorities of the country to which each ship might belong.

It thus would seem necessary in the first instance for Her Majesty's Government to enter into an arrangement with foreign Governments, according to which the latter would agree to instruct the masters, &c., of their merchant ships to refer all natives of Her Majesty's Asiatic (or other non-European) dominions upon their discharge to the nearest British Consul, and to hand over to the latter the wages and all property belonging to such native seamen. In case the Consul should have occasion to remit the wages of a native seaman to a Mercantile Marine or other Office in the United Kingdom, this might, I presume, be done by means of the existing money order system, which is made use of by other British Seamen.

(2.) With regard to the agreements or contracts entered into by British Asiatics engaged in foreign (as well as British) vessels, it would, I should think, in so far as such engagements take place in ports under *British* jurisdiction, be quite practicable to make more stringent regulations, in order to oblige all shipmasters bringing British Asiatic seamen from such ports to make proper provision against the latter being left destitute at the port of their discharge. A stipulation similar to that made, I believe, in all agreements between the masters and crews of ships belonging to the United States of America, viz., that three months additional wages be paid on his discharge, either to the seaman himself or to the Consul, would, perhaps, meet the case in question. I presume, moreover, that the customs or other authorities of a British port might be empowered to withhold the clearance documents from any ship wishing to depart with Asiatic seamen on board until the regulations with regard to the same should have been complied with. It may, perhaps, be observed that in the particular case of *German* ships there could be the less objection to making the above-mentioned regulations, inasmuch as the German authorities are themselves very strict

in their rules respecting the engagement of seamen in ships of any nation at German ports, owing to the stringent laws with regard to military service in this empire. British Consuls, for instance, as well as ship-masters, are specially enjoined by the local and other authorities of a German port not to sanction the engagement of a seaman of German nationality without being fully satisfied that the latter may not be acting in contravention to the military laws of his own country by departing from thence.

(3.) The adoption of the suggestions laid down by Colonel Hughes under this head would be likewise facilitated through the arrangement which I have taken the liberty to suggest under (1). And with reference to suggestion

(4.) It may perhaps be observed that the same is already provided for by the rules laid down in the Board of Trade Instructions to Her Majesty's Consuls, according to which the latter are directed in *every* case in which a seaman (whether a native of Europe, Asia, or any other part of the world) is relieved by them at the public expense, to give full particulars regarding the cause of their distress, the ship in which they may have last served, &c.

I would finally beg leave to observe that though, as Colonel Hughes remarks in his latter, Her Majesty's Consul cannot be justified in sending off all Asiatic destitute persons, whether the same be British subjects or not, it should, perhaps, be not unjustly presumed that most of Her Majesty's Consuls (amongst whom I would take the liberty to include myself), in every case in which a destitute Asiatic seaman, as well as any other distressed sailor, may have applied or should in future apply for relief, have used or will use all means in their power to ascertain, not merely the cause of his distress, but also primarily whether he be entitled to relief as a British seaman. But it should, perhaps, be further pointed out how extremely difficult it is at times for a Consul or any other person, particularly for anybody who has not lived in the East or non-European countries, and who is not conversant with the languages of the natives of such countries, to find out with any certainty to what particular part, for instance of India, a native may belong, and whether he may consequently be considered as a British subject or not. Lascars and similar persons engaged as seamen in vessels arriving at European ports are rarely in possession of any papers showing their identity or nationality, and are frequently even unable to speak English or any other well known language. Under such circumstances, a British Consular officer, with the best and most conscientious intentions of not burdening the British public with the expenses of relieving a foreigner, is sometimes only able to *guess* whether an Asiatic or other native seaman applying to him for relief is a subject of Her Majesty the Queen, or at least entitled to assistance by reason of having served on board a British ship, but believing it in such doubtful cases to be his duty (in accordance with the spirit of the British law) to give such seaman the benefit of the doubt, the Consul must thus at times be placed in the position of having possibly to afford relief to a foreigner rather than, perhaps, run the risk of leaving a fellow-countryman in a destitute condition to the mercies of the police or other authorities at a foreign port.—I have, &c.,

WILLIAM WARD, H. B. M.'s Consul.

ENCLOSURE 8 IN No. 2.

BRITISH CONSULATE, ANTWERP, 30*th December*, 1879.

The ASSISTANT SECRETARY, Marine Department, Board of Trade.

SIR,—I beg to acknowledge the receipt of your letter of the 10th instant (M 18289/1879), transmitting to me a copy of a letter from Lieutenant-Colonel Hughes, Honorary Secretary of the Home for Asiatics in London, calling attention to the increasing number of distressed Indian and other native seamen who are landed at various European ports, and thence sent in a destitute condition by Her Majesty's Consuls to the United Kingdom, and desiring to be furnished with any observations I might have to make with reference to Colonel Hughes' statements and suggestions.

I have the honour, in reply, to state that, as far as my observation has extended, but few Asiatic seamen have been discharged and landed at this port of late years. On the comparatively few occasions on which seamen of this description have been discharged at this Office, it has been my practice to inquire into the cause of their discharge, and, as far as I am aware, no such persons have been left here destitute.

As far as I can recollect, the only instance in which Asiatic seamen have been sent to the United Kingdom officially from this Consulate was in the case of two natives of India who were landed at this port in the month of July 1872 by the Norwegian barque "Gazelle," and who it seems proved to be escaped convicts from the Andaman Islands.

As regards the suggestions made by Colonel Hughes with respect to any of Her Majesty's Asiatic subject who might be discharged in foreign ports, it appears to me that it would be desirable that measures in the sense proposed should be adopted as far as practicable.—I am, &c.,

E. A. GRATTAN.

No. 102 OF 1880.

SHIPPING OFFICE, BOMBAY, 13*th April*, 1880.

From W. H. WALKER, Acting Shipping Master, to the SECRETARY to GOVERNMENT, Marine Department.

SIR,—I have the honour to acknowledge receipt of Memorandum No. 128 S, Marine Department, of the 2nd April, 1880, accompanied by correspondence on the subject of the destitution of Asiatics in the United Kingdom.

2. In reporting on the subject matter of the correspondence, I would in the first place state that all natives of India shipped from this office in vessels bound to European Ports are always engaged on agreements separate from the English Articles of Agreements, and with the stipulation that they are to be discharged in Bombay, or as sometimes happens, at any port in British India.

3. In the event of the vessel in which they engaged to serve, not returning to India, a clause is inserted to the effect that they agree to be transferred to any other fit and proper vessel in a legal manner and in accordance with the terms of the Merchant Shipping Act.

4. Such transfer being necessary, it is done under the superinten-

dence of the officer appointed to see to the transfer of lascar seamen at the port where it takes place.

5. In no case in which I have been concerned has it been optional with the master of the vessel to pay the passage of a native seaman back to India in another vessel with or without wages, as the agreement is from Bombay to any ports in the United Kingdom calling at any ports on the way and *back to Bombay* as a final port of discharge and wages to be there payable, and thus the seaman's rights and claims are beyond question.

6. In shipping native crews for steamers proceeding to the United Kingdom, I request the master in the presence of the crew not to advance them any money in English ports, for the reason that the less the seaman has to lose, the more likely he is to desert his vessel and become destitute in the United Kingdom.

7. Since I have been connected with this office no sailing vessel has left this port with an agreement permitting her to take Asiatics to the United Kingdom, as apart from consideration of health, I consider it to be an act of cruelty and danger to all concerned to permit it as lascars want, in no small degree, that stamina and pluck demanded of European seamen in bad weather.

8. I have in a former report, dated 22nd June, 1878, urged upon Government the advisability of prohibiting sailing vessels bound to European ports from being allowed to ship lascar crews, and I still adhere to that opinion not founded upon the idea that it would prevent their being ill-treated alone, but because there is ample evidence of its being a decided mistake, as it may be fairly inferred that it is principally from sailing vessels, Foreign and British that the cases of destitution have arisen, and it may be presumed that they have been quietly put ashore to save the cost or trouble and providing for their return to India.

9. I would also quote the undermentioned cases as having an important bearing on this subject.

10. Ship "Kalodyne" referred to by Lieut.-Col. Hughes in his letter of the 30th November, 1870, with accompaniments, and referred to in Government Resolution, Marine Department, No. 762, of 6th September, 1871.

11. Ships "Emily Agusta," "Jorawur," and "Eurydice" referred to by Lieut.-Col. Hughes in communication with H. M.'s Secretary of State for India in letter No. 64, dated London, 11th February, 1875, and referred to in Government Resolution, Marine Department, No. 630, of the 1st June, 1875.

12. Ship "Gilbert Thompson" referred to by Lieut.-Col. Hughes to the Secretary of State for India, No. 76 of 2nd May, 1878, and referred to in Government Resolution, Marine Department, No. 623 of 3rd July, 1878.

13. The foregoing cases may be taken as the result of allowing natives of India to engage in sailing vessels bound to European ports, and if a hard and fast prohibition were laid upon Indian Shipping Masters without any discretionary power whatever, it would at once stamp out destitution of Asiatics in the United Kingdom so far as related to their employment in sailing vessels.

14. I must now correct a mistake of Mr. Frederic Bernal, H. M.'s Consul at Havre, under date 12th December, 1879.

15. That gentleman states in the 4th para. of his letter, that native

seamen would be shipped before the Consul of the country to which the vessel might belong, and that the Shipping Masters in India would have nothing to do with the matter.

16. Section CXV. of Act I. of 1859 makes it imperative *on all vessels* engaging natives of India to enter into an agreement with them in the presence of a Shipping Master, and also to execute a bond with that official of Rs. 100 for each native seaman so shipped that the agreement will be carried out on all its integrity.

17. Section XXI. of the same Act, clause 7, expresses very clearly that natives of India shall not be discharged to any port not in India unaccompanied by the stipulation that he shall be sent back to some port in India, and in the face of that section, it is difficult to see how natives of India are left at continental ports and allowed to become destitute in the United Kingdom, Section XXX. of the same Act notwithstanding.

18. I annex the form of bond in use for foreign vessels, and which should always be executed where natives of India are engaged, but at the same time I cannot admit the right or claim of any Asiatic to employment in sailing vessels bound to English ports, except in the extremely rare case of their not being a European to be had at any price.

19. Sooner than engage a native crew for the ship "Vernna" of Liverpool, I compelled the master of that vessel to ship Europeans at a considerable advance of wages £3-10 per month, as it was proved in the Police Court that the master and officers did not treat their men as they should have done, and it was quite apparent that a native crew in that vessel would have got into trouble and add another to the list of vessels on board of which Asiatics were ill-treated.

20. The master of the "C. A. Belyea" was another case of an attempt to get a lascar crew, and it ended by his having to give £5 per month to Europeans who would not ship for less wages considering the way in which he treated his first crew.

21. There is no doubt that this office has escaped much trouble and correspondence by compelling the two vessels mentioned to carry away Europeans in place of the Europeans they left here.

22. I beg to annex a list of seamen arriving at this port for employment for the official year 1879-80, and it would be interesting to know how the vacancies caused by their discharge from their vessels were filled up, and whether natives of India were engaged to complete the complement of the crew, and lastly, whether natives of India have at any time been engaged to be discharged in the United Kingdom or at continental ports.

23. It being the case that no native of India can be taken to sea as a seaman without the consent of the Shipping Master, I can only infer that those vessels who have left Asiatics in the ports mentioned in the correspondence under report have either suppressed the Articles of Agreement relating to those men, or that they have taken natives to sea unknown to the shipping authorities, the Consul (in the case of a foreign vessel) having no power in the matter.

24. The instructions of the Board of Trade to officers in British possessions abroad para. 61 state, "It is manifestly unjust that the public should have to pay for the consequences of a master engaging an unprofitable servant, or for an arrangement made for the convenience of either party."

25. All the correspondence from Lieut.-Col. Hughes and others on the subject of Asiatics in the United Kingdom relate solely to sailing vessels which have made voyages to the United Kingdom, San Francisco, States of America, and continental ports, and if the vessels quoted are to be taken as a sample of the way in which lascars are treated, by all means let it be put a stop to, and the instructions of the Board of Trade carried out by firmly opposing the substitution of natives of India for Europeans left in Indian ports, with the fairly to be presumed result of the discharged European crew being a source of expense in India, and the Asiatics being a source of expense, annoyance, and trouble being in the United Kingdom an acknowledged fact.

26. Native crews in steam vessels do not suffer a tenth part of the discomforts and miseries inseparable from the duties entailed upon those in sailing vessels during cold and stormy weather, and the condition of the latter can be better imagined than described.

27. In the steamer he is in and out of port every few days, but in the sailing ship he is at sea for three or four months at the least, very often worked by men who are unable to converse with him on the subject of the duties required of him and hard blows and treatment are the result, desertion at the first opportunity is the beginning of his ultimate destitution in a, to him, foreign port, and if he returns to India, it is at the expense of the State in order that ship masters may rid themselves of Europeans in India to be similarly treated in those cases where they do not manage to procure employment in other vessels.

28. I will now offer some suggestions towards lessening existing evils.

29. In the event of a native crew being required to be transferred from one vessel to another in the United Kingdom, it would be advisable to stipulate in the Articles of Agreement that such transfer shall not entail payment of wages due by the vessel conveying them from India, but that a statement of each seaman's account in duplicate should be made, one to be given to the seaman as showing what is then due to him, and the other copy to be handed to the master of the vessel returning them to the final port of a Discharge on the agreement (which has before observed cannot be out of India), and the master of that vessel be bound to pay such wages (on discharge in India) in addition to the wages earned on the return voyage.

30. This method has been adopted in two or three vessels, whose crews I have discharged here, and it has always been adopted in the vessels of the P. and O. Fleet without any trouble whatever, and its advantages are as follows.

31. The lascar seaman is worth nothing to the English crimp by reason of his not having any money.

32. No lascar would remain in England with his wages, being taken to India in the vessel he ought to join.

33. The wives and families would benefit by the arrangement as the husband's earnings would return to India for their benefit, and not as now allowed to be spent in England, but too often in a questionable and profitless manner.

34. In all cases where one or two natives of India are engaged on a separate agreement (and it always should be a separate agreement), it would be advisable to endorse the fact on the English agreements to the effect that so many natives of India have been engaged in the vessel.

35. The reason I make this suggestion is that it would be possible (in the absence of such an endorsement) for the master to suppress the native agreement, and turn the men adrift unknown to Consul or Shipping Master, who would have no means of ascertaining the fact of one or two natives of India being on board any vessel until too late to move in the matter, always supposing their names to have been omitted from the inward crew list deposited on arrival.

36. It is to be regretted that the names of at least some of the vessels who have left Asiatics in the United Kingdom and continental ports have not been given, as it might have indicated the port in fault by reference to the list of arrival of seamen at this port (which I have annexed), but it is quite clear that the bond for foreign ships has not been executed, or that they have been allowed to leave Indian ports unknown to the Shipping Masters who alone has the power to engage natives of India to serve in any ship notwithstanding the Consul.

37. I will, in conclusion, summarise the points in this report.

1st. Don't allow sailing ships voyaging to European ports to have lascar crews.

2nd. As the Merchant Shipping Act of India does not allow natives of this country to be discharged in ports not in India, they should not receive any wages beyond a moderate advance on account.

3rd. Final settlement of wages to be in India notwithstanding change of vessel.

4th. Endorsement on English Agreement showing natives of India have been shipped in the vessel.

38. I would finally suggest a copy of Act 13, of 1876, being sent to all Shipping Offices in India, especially to the small ports on this coast, as it was only in 1878 that the then Acting Shipping Master of Cochin knew of the existence of that Act which prevents, or should do, the accumulating of destitute Europeans in India by checking their discharge in order that natives of India may be substituted.

39. Particular attention should also be drawn to Sections XXI., XXX., CXV., and CXVII. of Act 1 of 1859 of the Legislative Council of India, copies of which are herewith attached for information.—I have, &c.,

W. H. WALKER,
Acting Shipping Master.

No. 139 of 1880.

Bombay Chamber of Commerce, 27*th May*, 1880.

To the Under-Secretary to Government, Marine Department, Bombay.

Sir,—With reference to your letter No. 103 of the 26th instant, I am desired to inform you that the papers on the increase in the number of cases of destitution among Asiatic seamen in the United Kingdom have been referred to members specially qualified to advise on the subject, and that, as soon as the papers are returned, the views of the Chamber thereon will be communicated to you.—I have, &c.,

J. GORDON, Secretary.

No. 121 OF 1880.

MARINE DEPARMENT,

BOMBAY CASTLE, 14*th June*, 1880.

From the ACTING SECRETARY to GOVERNMENT, to the SECRETARY BOMBAY CHAMBER of COMMERCE.

SIR,—Referring to the correspondence ending with your letter of 27th ultimo, I am directed to forward herewith, for consideration by the Chamber, copies of the further communications, noted in the margin, on the subject of the destitution amongst Asiatic seamen in ports in the United Kingdom.

Letter from the Government of India, No. 797, dated 28th May, 1880.
Letter from the Shipping Master, No. 161, dated 9th June, 1880.

2. I am at the same time desired to request the favour of a very early reply on the whole subject.—I have, &c.,

M. W. WILLOUGHBY, Lt.-Colonel,
Acting Secretary to Government.

No. 797.

GOVERNMENT of INDIA,
DEPARTMENT OF FINANCE AND COMMERCE,

SIMLA, 28*th May*, 1880.

To the SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—I am directed to forward copy of a despatch from the Secretary of State, No. 35 (Statistics and Commerce), dated the 4th March last, respecting a complaint made by the Directors of the Strangers' Home for Asiatics of the increasing number of Asiatic seamen who are sent to London in a destitute condition from continental ports, and to request that you will take into your consideration the remedial measures to which attention is invited by his Lordship.

2. With reference to the point urged by the Board of Trade that the agreement with Indian seamen shipped on foreign vessels should provide for their return to India, if necessary, I am directed to observe that the master of a foreign ship is bound by section 115 of Act I. of 1859 to make his agreement with native seamen before a Shipping Master, under penalty of one hundred rupees (section 117) for any seamen not so engaged. And when it is agreed that the service of a seaman shall end at a port not in India, the agreement must contain (sections 26 and 28 of Act IV of 1875) stipulations for providing for him fit employment or a free passage on board some other vessel bound either to the port in India at which he was shipped or to such other port as may be agreed on. Further the master of a foreign ship must give to the Shipping Master a bond (section 115 of Act I. of 1859) "with the security of some approved person resident in India for an amount calculated at the rate of one hundred rupees for every each seaman, and conditioned for the due performance of the said agreement and stipulations." If these provisions of the law are strictly and invariably enforced, the evil complained of would to some measure disappear.

3. At the same time the Governor General in Council is of opinion that some modification of the law may be desirable. As it at present stands, natives may be taken on board ship on agreement that they will, on their discharge, be sent back to the port of shipment or to such other port as may be agreed on, and the agreement may name any port out of India or the United Kingdom, where the lascar is led to hope that he may have a chance of employment, a hope that may never be realised. The law might perhaps be so modified as to prohibit the engagement of native seamen except on agreement that, if no employment of a native to bring them back to India is found for them in the port of discharge, they will be sent to an Indian port, not to any port out of it. Before, however, considering further whether an amendment of the law which will limit the capacity of the master and seamen to make agreements with each other, is necessary, the Governor General in Council wishes to be favoured with a report on the present practice in respect of the engagement of native seamen for foreign service, and with the opinion of the Governor in Council as to the steps which might be taken to improve the practice in such a manner as to secure the object in view. The charges for the support and return of native seamen are increasing proportionately with the extended employment of native crews in ships engaged in the Eastern Trade, and it has now become important that the terms on which they may be employed should be so regulated as to reduce the cost to the State on their account to a minimum.—I have, &c.,

R. B. CHAPMAN,
Secretary to the Government of India.

No. 161 OF 1880.

SHIPPING OFFICE, BOMBAY, *9th June*, 1880.

From W. H. WALKER, Acting Shipping Master, to the SECRETARY to GOVERNMENT, Marine Department.

SIR,—I have the honor to acknowledge receipt of your memorandum No. $\frac{\text{G. I.}}{84}$ of the 2nd June, 1880, accompanied by letter from the Government of India No. 797 of 28th May, 1880, on the subject of the Secretary of State's letter No. 35, Statistics and Commerce, of the 4th March, 1880, relating to the destitution of Asiatics in ports in the United Kingdom.

In sanctioning the engagement of Asiatics in British vessels bound to the United Kingdom, it has always been our invariable rule to insist on behalf of the native seamen that the final port of discharge shall be Bombay or (as sometimes happens) any port in British India, but in no case has the final port of discharge, been any port out of India.

In the event of any vessel (engaging Asiatics) not returning to India, the master is referred to the officers appointed by the Secretary of State to superintend the transfer of lascars from one vessel to another for the purpose of bringing the Asiatic seamen back to the final port of discharge mentioned on the agreement.

Having dealt with the general question of the employment of Asiatics in British vessels in my letter No. 102 of 1880 of the 13th April, I can only reiterate the opinion expressed therein, viz., to

remove the cause of the destitution of Asiatics in the United Kingdom by prohibiting their employment in sailing vessels bound to European ports in the interests of European seamen often driven out of their ships for the sole purpose of engaging natives of India.

Any law that may be passed to protect Asiatic seamen can and will be evaded by their being made to desert or paid to run away to save cost of return passage.

No natives of India have ever been shipped at this port to serve in sailing vessels bound to any European port, nor have any agreements been so worded as to give the masters of steam vessels the option of discharging Asiatics at any port not in British India, and in all cases where Asiatic seamen have returned to Bombay in vessels other than those in which they were shipped they have always been transferred under the supervision of the officer appointed for that purpose, and it has not come to the knowledge of this Department that any destitution has occurred amongst seamen shipped from Bombay, nor is there anything in the correspondence under report that throws any light on the subject of the ports in India from whence the natives of India proceeded in the first instance.

Act I. of 1859, Section XXI., clause 7 proviso, where lascars are shipped and Section CXV. and CXVII., together with Act 13 of 1876, clauses 4 and 5, are, I consider, amply sufficient for the protection of native seamen always supposing the United Kingdom or any European port is not inserted in the Articles of Agreement as a port of discharge, and what is more to the purpose throw every obstacle in the way of any master of any sailing vessel engaging natives of India as a crew to European ports, it being reasonable to suppose that the State has very often to care for the European seamen that brought the vessel from the United Kingdom in the first instance.

It appears from the correspondence I have been called upon to report at various times and referred to in my letter of the 13th April, 1880, that sailing vessels are the principal, if not the only, sources of destitution of Asiatics in European ports, and I do not think the often repeated excuse (" interference with the natural course of trade ") can be put forward as a reason against native crews in (to them) Foreign ports being kept by their ships in the same manner that English crews are in this country, and for the same reasons, *i. e.*, that they should not be a charge upon the State, but in view of putting a stop to the evils complained of in the correspondence now under report, Government should prohibit any sailing vessel from taking Asiatic crews to Europe, and thus effectually remove the cause of complaint.

Every native of India taken to the United Kingdom in sailing vessels means that the European he replaces has to be provided with employment elsewhere, if he does not, as is very often the case, become a nuisance to the public or an inmate of the workhouse or jail, because masters of vessels imagine Indian Shipping Offices are established to study the interests of ship-masters and ship-owners, and to accept all the consequences of the hurried shipment of crews in the United Kingdom resulting in bad bargains in the shape of useless men to be turned adrift in India immediately on arrival for the State to look after and support, because Asiatics filled the vacancies caused by their discharge to the shore.—I have, &c.,

W. H. WALKER.
Acting Shipping Master.

No. 225 OF 1880.

CHAMBER OF COMMERCE, BOMBAY, *24th August*, 1880.

To the SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letters No. 76, of the 23rd April, and No. 121, of the 14th June last, together with the papers therein referred to, regarding the increasing number of destitute Asiatic seamen in the United Kingdom, and requesting that Government may be favoured with any remarks and suggestions which the Chamber may desire to offer with a view to the mitigation or removal of the evil complained of.

Before submitting the remarks which the Committee have now to offer on the subject under reference, they deem it desirable to invite attention to the Chamber's communication to Government, dated 23rd September 1875, on the subject of the ill-treatment of lascars on board of British and Foreign ships.

From the papers now under acknowledgment there does not seem to be any complaint that native seamen shipped by vessels bound for the United Kingdom are left destitute by their employers: the evil all arises from the shipment of natives by English and Foreign vessels for continental ports.

The present law appears to the Committee to afford sufficient protection to native seamen shipped on board of vessels sailing under British colours, inasmuch as such vessels come under the cognizance of the British Consul at the port of destination, the ship being bound to lodge her articles with the Consul on arrival. As, however, the native crew are always engaged on a separate agreement, an unscrupulous Ship Master might lodge his European crew articles and not his native crew articles, and the latter might thus be overlooked altogether. It can, indeed, only be surmised that the vessels which left Asiatics in the ports mentioned in the correspondence under reference, either suppressed the articles of agreement relating to their native crews, or that they took native seamen to sea unknown to the shipping authorities. As a remedy to the former practice, if such exists, the Shipping Master of Bombay suggests that in all cases, the European articles should be endorsed

to the effect that the vessel carries native articles also, and this would ensure the Consul's attention being drawn to the fact. This suggestion, the Committee thinks, would be sufficient to meet the case.

The intention of the legislature may, however, have been evaded through the ignorance of Indian Shipping Masters, or the lax performance of their duties, and the Committee of the Chamber beg therefore respectfully to support the suggestion made by the Shipping Master of Bombay that copies of those Sections of Act 1 of 1859—particularly Sections 21, 30, 115, and 117—and of Act 13 of 1876, of the Legislative Council of India, be sent to all shipping offices in India, with instructions that the law relating to the engagement of native seamen be enforced. Care should be taken that under Section 21 of Act I. of 1859, Shipping Masters see that a clause is inserted in the articles providing for the return of native seamen to a port in India, either by the ship they join, or as members of the crew of some other vessel, or as passengers; and that the shipping authorities in the United Kingdom, and British Consuls in Foreign Ports, strictly enforce the performance of this contract.

To meet the case of native seamen applying to be sent back to India after their vessel has left the port where they were landed, the Committee suggest that every lascar should be supplied by the shipping office, when he signs the articles, with a small printed certificate, stating his name and rating, and the name of ship and master, with a copy of clause 7, of Section 21, of Act I. of 1859 (which should be the same in all articles), and this would enable the authorities to recover, from the owners, the cost of transporting the lascars to the port they sailed from, or some other port in India.

The Committee understand that a rule exists by which all desertions are reported to the Consul at a foreign port, and they would suggest that the rule, if it exists, should be strictly enforced. If there is no such regulation, they think that it would be advisable to introduce one.

With regard, however, to native shipped by foreign vessels for foreign ports, the bond which is entered into, under Section 115 of Act 1. of 1859, by the master, for the return of such native seamen to India, appears to serve no purpose, because the vessel does not come under the cognizance of the British Consul at the port of destination, and there are no means of ensuring that the terms of

the bond will be carried out, nor is there anything to prevent him from discharging the men on arrival in Europe. In their communication to Government, dated 23rd September, 1875, above referred to, the Chamber recommended that native seamen should not be allowed to ship in vessels sailing under foreign colours, and the Committee again desire strongly to urge upon Government the adoption of that recommendation.

If these suggestions are adopted, the Committee believe that the evil complained of will to a great extent be mitigated, if not entirely removed.—I have, &c.,

J. GORDON, Secretary.

No. 551 OF 1880.

MARINE DEPARTMENT,

BOMBAY CASTLE, 22*nd September*, 1880.

From the ACTING SECRETARY to GOVERNMENT to the SECRETARY to the BOMBAY CHAMBER OF COMMERCE.

SIR,—With reference to your letter, dated 24th ultimo, and previous correspondence, I am directed to forward, for the information of the Chamber, the accompanying copy of Government Resolution No. 551, dated 22nd instant, on the subject of the measures proposed for preventing destitution amongst Asiatic seamen in the United Kingdom.—I have, &c.,

M. W. WILLOUGHBY, Colonel,
Acting Secretary to Government.

No. 551.

MARINE DEPARTMENT,

BOMBAY CASTLE, 22*nd September*, 1880.

Letter from the Secretary of State for India, Statistics and Commerce, No. 7, dated 4th March, 1880.

"I forward herewith a copy of papers respecting a complaint by the Directors of the Strangers' Home for Asiatics as to the great number of Asiatic seamen sent to London in a destitute condition from continental ports, and I request that you will take into your consideration the question of any measures that may be practicable for preventing the evils brought to notice in this correspondence, particularly with reference to the point urged in the letter from the Board of Trade, of 9th February, that the agreement with Indian seamen shipped on foreign vessels should provide for their return to India, if necessary.

"2. I should also be glad of your opinion on the suggestion of Her Majesty's Consul at Dunkirk, that a master should be compelled to provide food and lodging on board his vessel to a discharged seaman

until he receives his wages ; and also on that of the Bremen Consul, that an arrangement should be made with foreign Governments for handing over to the care of British Consuls all natives of Her Majesty's Asiatic dominions discharged from foreign ships."

Letter from the Shipping Master, Bombay, No. 102, dated 13th April, 1880.

Letters to the Secretary to the Bombay Chamber of Commerce, No. 76, dated 23rd April ; No. 89, dated 12th May ; and No. 103, dated 26th May, 1880.

Letter from the Secretary to the Bombay Chamber of Commerce, dated 27th May, 1880.

" With reference to your letter No. 103 of the 26th instant, I am desired to inform you that the papers on the increase in the number of cases of destitution among Asiatic seamen in the United Kingdom have been referred to members specially qualified to advise on the subject, and that, as soon as the papers are returned, the views of the Chamber thereon will be communicated to you."

Letter from R. B. CHAPMAN, Esq., Secretary to the Government of India, Department of Finance and Commerce, No. 797, dated 28th May, 1880.

" I am directed to forward copy of a despatch from the Secretary of State, No. 35 (Statistics and Commerce), dated the 4th March last, respecting a complaint made by the Directors of the Strangers' Home for Asiatics of the increasing number of Asiatic seamen who are sent to London in a destitute condition from continental ports, and to request that you will take into your consideration the remedial measures to which attention is invited by his Lordship.

" 2. With reference to the point urged by the Board of Trade that the agreement with Indian seamen shipped on foreign vessels should provide for their return to India, if necessary, I am directed to observe that the master of a foreign ship is bound, by Section 115 of Act I. of 1859, to make his agreement with native seamen before a Shipping Master, under penalty of one hundred rupees (Section 117) for any seamen not so engaged. And when it is agreed that the service of a seaman shall end at a port not in India, the agreement must contain (Sections 26 and 28 of Act IV. of 1875) stipulations for providing for him fit employment or a free passage on board some other vessel bound either to the port of India at which he was shipped or to such other port as may be agreed on. Further, the master of a foreign ship must give to the Shipping Master a bond (Section 115 of Act I. of 1859), with the security of some approved person resident in India, for an amount calculated at the rate of one hundred rupees for every such seaman, and conditioned for the due performance of the said agreement and stipulations. If these provisions of the law are strictly and invariably enforced, the evil complained of would to some measure disappear.

" 3. At the same time, the Governor General in Council is of opinion that some modification of the law may be desirable. As it at present stands, natives may be taken on board ship on agreement that they will, on their discharge, be sent back to the port of shipment or to such other port as may be agreed on, and the agreement may name any port out of India or the United Kingdom where the lascar is led to hope that he may have a chance of employment, a hope that may

never be realised. The law might perhaps be so modified as to prohibit the engagement of native seamen except on agreement that, if no employment of a nature to bring them back to India is found for them in the port of discharge, they will be sent to an Indian port, not to any port out of it. Before, however, considering further whether an amendment of the law which will limit the capacity of the master and seamen to make agreements with each other is necessary, the Governor General in Council wishes to be favoured with a report on the present practice in respect of the engagement of native seamen for foreign service and with the opinion of the Governor in Council as to the steps which might be taken to improve the practice in such a manner as to secure the object in view. The charges for the support and return of native seamen are increasing proportionately with the extended employment of native crews in ships engaged in the Eastern trade, and it has now become important that the terms on which they may be employed should be so regulated as to reduce the cost to the State on their account to a minimum."

Letter from the Shipping Master, No. 161, dated 9th June, 1880.

Letters to the Secretary to the Bombay Chamber of Commerce, No. 121, dated 14th June ; No. 138, dated 12th July ; and No. 160, dated 7th August, 1880.

Letter from the Secretary to the Bombay Chamber of Commerce, dated 24th August, 1880.

Report by the Shipping Master, No. 246, dated 2nd September, 1880.

RESOLUTION.—The Directors of the Strangers' Home for Asiatics having complained to the Home Government of the great number of Asiatic seamen sent to London in a destitute condition from continental ports, the Secretary of State for India has addressed both this Government and the Government of India in view to remedial measures being considered, specially in connection with the following definite proposals :—

(1.)—By the Board of Trade, that the agreement with Indian seamen shipped on foreign vessels should provide for their return to India, if necessary.

(2.)—By Her Majesty's Consul at Dunkirk, that a master should be compelled to provide food and lodging on board his vessel to a discharged seaman until he receives his wages.

(3.)—By the Bremen Consul, that an arrangement should be made with foreign Governments for handing over to the care of British Consuls all natives of Her Majesty's Asiatic dominions discharged from foreign ships.

The complaint seems to be confined to the cases of natives shipped by English and foreign vessels for *continental* ports.

2. The consideration of the subject by this Government was delayed pending the report of the Bombay Chamber of Commerce. In the meantime, the Government of India have requested to be furnished with a report on the present practice in regard to the engagement of native seamen for foreign service, and to be also informed of the opinion of the Government of Bombay as to the steps that might be taken to improve the practice so as to secure the object in view.

3. The practice followed here is described in paras. 2 @ 7 of the Shipping Master's letter No. 102, dated 13th April, and in paras. 2 and

3 of his letter No. 161, dated 9th June, and also in paras. 2 @ 4 of his report No. 246 of 2nd September, 1880, and in communicating this information to the Government of India according to request, it should be remarked that, as far as local usage is concerned, it has, as reported by the Shipping Master, been found to work well in the past, no known cause of complaint resulting in respect of any native seaman shipped from Bombay; but that His Excellency the Governor in Council, at the same time, thinks that both the practice and the law in such cases are susceptible of improvement, the former in the manner indicated hereafter, the latter in the direction explained in para. 3 of Secretary Mr. Chapman's letter, No. 797, dated 28th May, 1880. The words "or such other port as may be agreed on," occuring in Clause 7, Section XXI. of Act I. of 1859 render its provisions defective for the purpose to be accomplished, and a rectification of this would sufficiently meet the proposition by the Board of Trade.

4. It should be added, however, that the Chamber of Commerce, as will be seen from the penultimate para. of their Secretary's letter dated 24th August last, entertain misgivings as to whether any law framed in India requring the return of native seamen to this country would be operative in the cases of such seamen shipped by foreign vessels for *foreign* ports which points to the desirability of some such international arrangement as that proposed by the Bremen Consul.

5. The nature of the proposals submitted for general adoption by the Shipping Master in his letter No. 102, of 13th April 1880, is set forth as under:—

(1.)—That sailing ships bound to European ports should not be permitted to carry lascar crews. This is concurred in by the Chamber of Commerce with the important reservation "in vessels sailing under foreign colors."

(2.)—That beyond a moderate advance on account, native crews should not be paid their wages until their return to India.

(3.)—That the English articles of agreement should bear an enfacement or endorsement to show that natives of India have been shipped as part of the crew.

(4.)—That all Shipping Offices in India, especially those at the small ports on the Bombay coast, should be supplied with a copy of Act XIII. of 1876, and their particular attention drawn to Sections XXI., XXX., CXV., and CXVII. of Act I. of 1859.

6. The Bombay Chamber of Commerce also support the proposals 3 and 4, and offer the following supplementary suggestions:—

(*a.*)—To meet the case of native seamen applying to be sent back to India after their vessel has left the port where they were landed, it is suggested that every lascar should be supplied by the Shipping Office, when he signs the articles, with a small printed certificate stating his name and rating and the name of the ship and master, and with a copy of clause 7 of Section XXI. of Act I. of 1859.

(*b.*)—That the rule under which all desertions are reported to the Consul at a foreign port should be strictly enforced.

7. The Shipping Master explains in paras. 4 and 6 of his report

No. 246, dated 2nd September, 1880, that the first measure (*a*) is not necessary in Bombay, but might be introduced at other ports. He states with regard to (*b*), that the rule by which masters of ships, consular officers, &c., are guided in cases where any seaman is left behind on account of desertion, is to be found in Sections 244, 249 and 250 of the Merchant Shipping Act, 1854 (corresponding Sections 84, 89 and 90 in Indian Shipping Act I. of 1859), and thinks that the Home Government might be moved to call the attention of the Consular officers to the sections of the Act quoted, and urge a strict enforcement of their provisions in future, especially in the case of natives of India.

8. Government approve generally of the several propositions submitted, with the exception of the somewhat radical measure which contemplates the total prohibition of the engagement of Asiatic seamen in vessels sailing under foreign colors. A determination of this point must at least be contingent on the result of the negotiations that it may be thought proper to enter into with the foreign Governments in the way pointed out by the Consul at Bremen.

9. It is observed that what has been suggested by Her Majesty's Consul at Dunkirk, viz., that a master should be compelled to provide food and lodging on board his vessel to a discharged seaman until he receives his wages, has not been noticed in the reports before Government. The condition attached being very simple in its character, His Excellency the Governor in Council is of opinion that it is worthy of consideration in view to its being universally enforced in the interest of Asiastic seamen.

10. Proposition (4) by the Shipping Master, alluded to in para. 5 of this Resolution, calls for the orders of this Government, and these will be given on receipt from the Shipping Master, Bombay, of a complete list of all the Shipping Offices in the jurisdiction of the Government of Bombay, including those at the small ports.

11. These remarks should be communicated to the Government of India, and their attention invited to the correspondence ending with Mr. Officiating Under-Secretary Tupper's memorandum No. 395, dated 20th May, 1879, as bearing collaterally on the present question.

12. A copy of this Resolution and of the papers underlying it to be also sent to the Secretary of State.

M. W. WILLOUGHBY, Colonel,
Acting Secretary to Government.

No. 618.

MARINE DEPARTMENT,

BOMBAY CASTLE, 18*th October*, 1880.

Letter from the Shipping Master, Bombay, No. 276, dated 5th October, 1880.

Referring to para. 10 of Government Resolution No. 551, dated 22nd September, states that the Shipping offices under the jurisdiction of this Government are Bombay, Kurrachee, Aden and Carwar; also that European seamen are shipped and discharged at Bushire, Muscat and Bussorah, the duties of the Shipping offices at those ports being administered, he believes, by the Political Residents and Consular Officers.

RESOLUTION.—In connection with the general question of adopting measures for preventing destitution amongst *Asiatic* seamen proceeding in foreign vessels to European ports, the shipping Master, Bombay, proposed *inter alia* that all Shipping offices in India should be supplied with a copy of Act XIII. of 1876, and their particular attention drawn to Sections XXI., XXX., CXV. and CXVII. of Act I. of 1859.

2. The Shipping offices under the control of this Government having now been reported, the Commissioner in Sind and the Political Resident at Aden will be asked to give effect to the above suggestion as regards the Shipping offices at Kurrachee and Aden respectively.

3. The Collector of Salt Revenue to be addressed in the same terms respecting Carwar.

4. The Political Department also will be moved to cause such instructions as may be found needful to be issued to the authorities concerned at Bushire, Muscat and Bussorah, although it does not appear from para. 2 of the present letter from the Bombay Shipping Master that other than *European* seamen are shipped at those ports.

5. These proceedings to be reported to the Secretary of State and the Government of India.

M. W. WILLOUGBY, Colonel,
Acting Secretary to Government.

APPENDIX T.

COMPLAINTS OF THE ARBITRARY MANNER IN WHICH THE GOVERNMENT NOTIFICATION WITH REFERENCE TO DEFACED COIN WAS BEING CARRIED OUT.

BOMBAY CHAMBER OF COMMERCE, 21*st August*, 1880.

To the SECRETARY to GOVERNMENT, Financial Department, Bombay

SIR,—As the Committee of the Chamber propose addressing Government on the subject of the Notification No. 691, dated 24th February, 1880, I am desired to ask you, if you will be so good as to favour the Chamber with copies of all Notifications which have been issued during the last few years in regard to the practice of notching, marking, or otherwise defacing coin, and in regard to coin of light weight.—I have, &c.,

J. GORDON, Secretary.

No. 3099 OF 1880.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 28*th August*, 1880.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated 21st instant, I am directed to forward the accompanying copies of Government Notification regarding the practice of notching, marking or otherwise defacing coin and in regard to coin of light weight.—I have, &c.,

Government Notification No. 3245, dated 11th September, 1878, published at page 549 of the Bombay Government Gazette of 12th idem.
Government Notification No. 1953, dated 7th June, 1879, published at page 586 of the Bombay Government Gazette of 12th idem.
Government Notification No. 3275, dated 24th Sept. 1879, published at page 803, dated 25th idem.
Government Notification No. 691, dated 24th February, 1880, published at page 209 of the Bombay Government Gazette of 26th idem.

H. A. ACWORTH.
For Acting Secretary to Government.

NOTIFICATION.

No. 3245.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 11*th September*, 1878.

The following Notifications by the Government of India are republished :—

No. 2776.

Mint and Currency, Simla, 6*th September*, 1878.

Read again the following Mint and Currency Proceedings :—

June 1865, Nos. 346-357,

February 1875, Nos. 1-3,

containing the record of proceedings taken in consequence of the rejection, in Sind, of certain shroff marked rupees remitted thither from the Punjab.

Read the following correspondence :—

From Comptroller General, No. 683, dated 26th August, reporting the rejection again, in Sind, of shroff marked rupees remitted thither from the Punjab.

To the Governments of Bombay, No. 1897, dated 17th July, 1877.

From the Government of Bombay, No. 4173, dated 1st October, 1877.

To the Government of Bombay and the Punjab, No. 99, dated 25th April, 1878.

From the Government of Bombay, No. 1565, dated 4th May, 1878.

From the Government of Punjab, No. 1784, dated 11th June, 1878.

RESOLUTION.—Under the "Indian Coinage Act, 1870, Silver Coins of British India, which have been clipped or filed or defaced, or diminished otherwise than by use, are declared not to be legal tender.

2. The same Act provides that certain authorities may cut or break silver coins tendered to them, which have been reduced in weight otherwise than by reasonable wear, returning the pieces to the person tendering the coin.

3. The practice of marking, notching, and filing or otherwise injuring, the coin, being still more or less prevalent in some parts of India, and it being necessary in order to secure conformity with the provisions of the law, to repress such practices as far as practicable, the Government of India is pleased to issue the following orders.

4. In those Provinces in which the local Government shall be of opinion that the provisions of the law may be strictly enforced without causing undue pressure on the community, the following measures shall be adopted :—

A. The Presidency Banks and their Branches, and all Public Treasuries, shall, with convenient despatch, cause all shroff marked, notched, or otherwise defaced, silver coin in their custody, which has not lost more than two per cent. weight, to be exchanged, at the nearest Currency office, for

Notes or legal coin. The Currency offices will transmit the defaced coin thus received with any similar defaced coin in the currency reserve, to the nearest Mint, to be exchanged for legal coin. No shroff marked, notched, or otherwise defaced, silver coin, shall, henceforth, be issued from any Public Treasury.

B. The Mint will receive, at their nominal value, all such coins, and bear the expense of their re-coinage.

C. After a reasonable delay, to be determined by the Local Government and to be notified for general information, no such defaced coin shall be received in payment of Government demands.

D. The officers authorised so to do under the Indian Coinage Act, should cut, or break, in pieces, any such defaced coin tendered to them, the weight of which shall have been reduced otherwise than by reasonable wear; the broken pieces being returned to the person who tendered the coin.

E. If such defaced coin is not so reduced in weight as to justify its destruction, the officer to whom it is tendered, should offer to accept it, at the rate of one rupee per tolah of its actual weight, and coin so accepted should be exchanged at the nearest Currency office, as before directed, with a view to its re-coinage.

5. In Provinces in which the Local Government shall be of opinion that the foregoing Rules C and D should not be immediately enforced, the following procedure shall apply :—

F. Rules A, B, and E will be carried out as in the other case.

G. Notice should be publicly given in the principal towns and bazaars of the Province, that the practice of notching, or marking, or otherwise defacing, the coin, renders it liable to be rejected by every one on tender for payment; and that it is the intention of the Government to refuse such coin in payment of public demands, after a reasonable time has elapsed within which the defaced coin can be exchanged for legal coin : that defaced coin, which has lost weight otherwise than by reasonable wear, if tendered at a Public Treasury, will be liable to be cut or broken : and that the Government will enforce the law on this subject, at some future time which cannot be long delayed.

H. After a reasonable delay, to be determined by the Local Government, and to be notified for general information no public officer should receive, in payment of Government demands, coins which have been greatly defaced even though they have not lost so much weight as to cease to be a legal tender on that account.

I. The application of Rule D shall be so far modified that only such coins shall be cut or broken as are notably reduced in weight otherwise than by reasonable wear.

6. The Local Governments, will from time to time, issue such instructions for the guidance of officers in giving effect to rules *H* and *I* as they may think suitable to local circumstances bearing in mind the importance of gradually eradicating the practice of defacing the coin.

7. In those provinces in which Rules *C* and *D* are not enforced, special reports should be prepared yearly, for submission to the Government of India, in the Financial Department as to the condition of the coin in the Public Treasuries and as to the progress made in suppressing the defacement.

8. The Currency Department should, for the present, report monthly the amount and description of coins received for recoining, under the operation of this Resolution, with a statement of the provinces from which they were received.

ORDERED that this Resolution be published in the *Gazette of India* for general information, and distributed for information and guidance as follows :—

(1.) To the several Departments of the Government of India.
(2.) To the several Local Governments and Administrations.
(3.) To the Comptroller General, and to the several Accountants-General and Deputy Accountants General in independent charge.
(4.) To the several chiefs of departments administered by the Government of India in the Financial Department.

By order of His Excellency the Honorable the Governor in Council,

E. W. RAVENSCROFT,
Chief Secretary to Government.

NOTIFICATION.

No. 1953.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, *7th June*, 1879.

The following Resolution by the Government of India, Financial Department, is published for general information :—

No. 731.

GOVERNMENT OF INDIA.

FINANCIAL DEPARTMENT.

MINT AND CURRENCY.

Simla, *26th May*, 1879.

Read again—

Financial Resolution No. 2776, dated 6th September, 1878.

Read also—

A letter from the Mint Master, Calcutta, No. 232, dated 13th March, 1879, on the subject of the Rules laid down in the Resolution of 6th September, 1878.

OBSERVATIONS.—In the Resolution of 6th September, 1878, certain Rules were prescribed for the gradual withdrawal from circulation of defaced silver coins, one of which Rules was as follows :—"The Mint will receive, at their nominal value, all such coins, and bear the expense

of their re-coinage." The Mint Master, Calcutta, enquires whether soldered coins, which are now received in the Mint as bullion, the cost of refining being charged to the owners, or cut and sold to the best advantage in the market, come under the operation of this Rule. He suggests, at the same time, that such coins should be destroyed and returned to the tenderer in all cases, and that the present Rule should stand as regards soldered coins found in remittances.

RESOLUTION.—The Governor General in Council approves this suggestion.

By order of His Excellency the Hon'ble the Governor in Council.

J. B. PEILE,
Acting Chief Secretary to Government.

NOTIFICATION.

No. 3275.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 24*th September*, 1879.

With reference to Government Notification* No. 1953, dated 7th June, 1879, the following Resolution by the Government of India, Department of Finance and Commerce, is published for general information :—

* Published at page 586 of the *Bombay Government Gazette*, of 12th June, 1879.

Read again—

Mint and Currency proceedings No. 40-41 of May, 1879.

RESOLUTION.—By a Resolution No. 731, dated 26th May, 1879, the Government of India, at the instance of the senior Mint Master, directed that soldered coins should 'in all cases be destroyed and returned to the tenderers.'

2. The Governor-General in Council now finds that although a soldered coin being defaced, has no legal-tender force, yet a Government officer may not cut or break a coin which does not belong to any of the classes described in Section 16 of the Indian Coinage Act, merely because it is soldered.

3. The orders contained in the Resolution hereinbefore cited are accordingly hereby cancelled. But whether a soldered coin has lost weight or not, it should never be re-issued from any Government Treasury or Currency Office, but always dealt with in the manner prescribed by Resolution No. 2776, dated 16th September, 1878, the solder being carefully and cleanly removed before it is bought from the holder for its weight in rupees under Rule E promulgated with that Resolution.—By order of His Excellency the Hon'ble the Governor in Council,

J. B. PEILE,
Acting Chief Secretary to Government.

(True Copies)

H. A. ACWORTH,
Acting Under-Secretary to Government.

NOTICE.

No. 691.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, *24th February*, 1880.

Notice is hereby given that the practice of notching, or marking, or otherwise defacing coin, renders coin so defaced liable to be rejected when tendered for payment, and that it is the intention of Government, from and after the 1st August, 1880, to refuse such coin in payment of Government demands.

Up to the 31st July next all such defaced coin of full weight will be freely exchanged for legal coin at any Government Treasury. Defaced coin which has lost less than 2 per cent. weight otherwise than by reasonable wear will be accepted at the rate of one rupee a tola, but from 1st August next such coins will be cut and returned to the tenderer.—By order of His Excellency the Hon'ble the Governor in Council,

J. NUGENT,
Acting Secretary to Government.

No. 250 OF 1880.

CHAMBER OF COMMERCE, BOMBAY, *25th September*, 1880.

To the SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—I am directed by the Committee of the Chamber of Commerce to submit, for the consideration of His Excellency the Governor in Council, the great hardship and inconvenience caused by the arbitrary manner in which the notification published by Government, in the *Government Gazette* of the 26th February last, with reference to defaced coin, is being carried out.

From the complaints which have been made to the Chamber, the public evidently had not realized what was meant by notched or marked coin until the notification was put in force, for the marks on many of the rupees which have been cut or broken and returned are so slight as to be hardly discernible. It is felt, however, to be a great hardship that only six months' notice has been given of a Rule which will have such a serious bearing upon trade.

If the Rules, moreover, laid down by the Government of India, in its Resolution dated 6th September, 1878, for the guidance of Local Governments in dealing with this important subject, had been strictly enforced, there would

now perhaps have been much less ground for complaint. Rule *A* of para. 4 of that Resolution runs as follows :—

> The Presidency Banks and their Branches and all Public Treasuries shall, with convenient despatch, cause all shroff marked, notched, or otherwise defaced silver coin in their custody, which has not lost more than two per cent. weight, to be exchanged, at the nearest Currency Office, for notes or legal coin. The Currency Offices will transmit the defaced coin thus received with any similar defaced coin in the currency reserve, to the nearest Mint, to be exchanged for legal coin. No shroff marked, notched, or otherwise defaced silver coin, shall henceforth be issued from any Public Treasury.

Had Government been in the habit of withdrawing all defaced coin, in accordance with this rule, a small amount only of the coin in circulation would now, probably, have been liable to rejection ; but it has been represented to the Chamber that up till the end of 1879 large amounts of defaced coin were paid into the Government Treasury, when they were still legal tender, but that instead of being transmitted to the Mint to be exchanged for legal coin they were actually re-issed by the Currency Office, though the Currency Office must have been aware that they would very shortly become *non-legal* tender. Nor does the practice of receiving defaced coin appears to have been confined to Bombay. It has come to the knowledge of the Committee that only the other day a gentleman had been paid, by the Lahore Treasury, Rs. 500, among which were a great many clipped and defaced rupees, which the Treasury at Bombay refused to accept at par.

It is clear, therefore, that, in these circumstances, the comparatively sudden introduction of the rule will render a considerable proportion of the coin now in circulation non-legal tender, and will cause a great deal of inconvenience. Large sums received in the ordinary course of business by merchants in payment of goods and paid into the Bank of Bombay are daily being returned as defaced coin, while in the railways, very serious inconvenience is caused to the general public, who come at times from long distances and have no other money with them. The hardship, moreover, is increased by the fact that cut or broken coin is only received into the Mint at bullion rates, that is,

for every 100 tolas in weight of standard silver 97·9 is returned to the tenderer in new coin. It was evidently the intention of Government only to enforce the provisions of the law when that could be done without causing undue pressure on the community, and the Committee, therefore, venture respectfully to express their hope that the notification, dated 24th February last, may be rescinded, and that new rules which might deal separately with the different questions of old and new coin, whether of light weight or defaced, be published instead.

It seems to the Committee that the object which the Government have in view would be attained, and the convenience of the general public fairly served if this plan were adopted; and they respectfully suggest that rules to the following effect be notified not only in the *Government Gazettes* but in all the towns and bazaars throughout Empire.

LIGHT WEIGHT COIN UNDEFACED.

Light weight coin of the time anterior to the reign of Her Majesty Queen Victoria, and originally issued light, should, the Committee submit, be received at the Currency Offices and withdrawn by Government, provided the coins are not defaced or tampered with.

OLD COIN OF LIGHT WEIGHT DEFACED.

These should be cut or broken and returned to the tenderer.

OLD COIN OF FULL WEIGHT DEFACED.

These should, the Committee submit, be legal tender and received at the Government Treasuries for two years, but not re-issued, the Currency offices being strictly enjoined to transmit all such coin to the Mint to be exchanged for legal coin.

NEW COIN FROM 1879 DEFACED.

It is very desirable that the practice of marking, notching, or otherwise defacing new Coin should be at once put a stop to, and the Committee recommend that these be received for six months only after the notification shall have been issued.

In all cases the Committee beg respectfully to suggest as of the first importance that notices of any change in the rules of the Currency Department should be given as

widely as possible by the Collectors and other officers of Government over the whole country.

The Committee in conclusion desire me to say that they quite recognize the desirability of eradicating the practice of defacing the Currency, and that their only object, in addressing Government on the subject, is that the efforts of Government in that direction may be attended with the least possible inconvenience to the general public.—I have, &c.,

J. GORDON, Secretary.

No. 3968 OF 1880.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, *9th November*, 1880,

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated the 25th ultimo, I am directed to forward, for the information of the Chamber of Commerce, the accompanying copy of Government Resolution containing the modified orders issued in respect to the withdrawal from circulation of defaced coins and to state that Government believe that since the passing of these orders complaints have ceased.—I have, &c.,

No. 3130, dated 1st September, 1880.

H. A. ACWORTH,
For Acting Secretary to Government.

No. 3130.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, *1st September*, 1880.

Memorandum from the Public Works Department of the Secretariat (Railway), No. 2042, dated 9th August, 1880—Forwarding one No. 3178, of the same date, from the Acting Consulting Engineer for Railways, with accompaniments, relative to a representation made by the G. I. P. Railway Company on the subject of the destruction of their coins by the Bank of Bombay.

Memorandum from the Accountant General No. R-8675, dated 18th August 1880—Forwarding copy of the opinion of the Mint Master; stating that the defects on the three coins are certainly very slight, but there seems no

reason to differ from the view of the Bank of Bombay which is confirmed by the Mint Master that they were rightly cut under the present rules; soliciting a reference to his report No. R.-8666, dated 18th August, 1880, on the subject; observing that if the proposals therein contained are approved by Government the cause of complaint will be removed as far as possible consistently with the desire of Government to discourage the practice of shroff marking the coin; and adding that under the proposed modification of the rules two of these coins would be accepted as "doubtful" at full value and the third if, as the Mint Master considers, certainly shroff marked, would be purchased by weight.

Letter from the Managing Director of the Bombay Tramway Company, Limited, dated 13th August 1880—Calling attention to the grave inconvenience to which the Company is put by being unable to return to the Mint or any department of Government defaced or light rupees; and requesting Government, for reasons stated, to instruct some department to accept such money from that Company at its weight.

Memorandum from the Accountant General, No. R.-8676, dated 18th August 1880—Requesting a reference to his report No R.-8666 of the same date, on the general subject of the withdrawal of shroff marked coins; and stating that the proposal made in the 3rd and 4th paragraphs, viz., to purchase these coins by weight in parcels of twenty and upwards will, if sanctioned, meet the wishes of the Bombay Tramway Company.

Letter from the Accountant General, No. R.-8666, dated 18th August, 1880:—

"In accordance with the notification published in the *Government Gazette* of 24th February last, all Huzur Government Treasuries, the Bank of Bombay acting on behalf of Government and the Paper Currency Office have from the 1st instant, cut and returned to the tenderer all shroff marked, notched or otherwise defaced and reduced silver coin tendered to them.

"2. Notwithstanding the length of the notice given much surprise seems to be felt by the public at the course pursued and many complaints have reached me—it is evidently desirable to withdraw these defective coins as

quickly as possible from circulation and any co-operation on the part of the public would be valuable.

"3. It has represented to me that if Government would continue for a time to purchase these coins by weight in parcels of, say, twenty or upwards, large receivers of coin would present them at the Treasuries instead of returning them into circulation—it is already competent to persons to sell them to the Mint, but not in parcels of less than 1,000, and this amount is far in excess of ordinary receipts.

"4. I would suggest to Government that this plan be tried for, say, three months, the cutting and rejection of single coins will bring home to the public the requirements of the law, but if large receivers of coin co-operate with the Government in the manner suggested, much of the practical inconvenience may be avoided.

"5. It will be observed that by this plan Government will give up the coinage fee of 2 per cent. while the person owning the rupees will bear the loss, generally very small, from the diminished weight of the coins.

"6. And further to assist in withdrawing these coins it may perhaps be ordered that defaced coins which are not reduced by such defacement or so slightly reduced as to escape observation unless carefully examined may be purchased by weight.

"7. In cases of doubt whether a slight defacement is accidental or a Mint imperfection and not a shroff mark the coin should, I think, be received at full value but not re-issued.

"8. As complaints on this subject are numerous, I have, with the verbal permission of His Excellency the Governor, issued the instructions, of which a copy is subjoined*, to the Bank of Bombay and Paper Currency Office pending the receipt of the orders of Government."

RESOLUTION.—Government approve of the suggestions made by the Accountant General which should be carried out. If Mr. Gay considers it desirable or necessary that a notification embodying and sanctioning the proposals made by him should be published in the *Government Gazette* he should submit a draft of such notification for approval.

2. Copy of the Accountant General's letter and of this

Resolution should be forwarded to the Railway Department for information. The three rupees received with Major Oldham's memorandum No. 2042, dated the 9th ultimo, should be returned to the Railway Department.

3. The Managing Director of the Bombay Tramway Company, Limited, should be informed with reference to his letter of the 13th ultimo of the orders now passed.

Acting Secretary to Government.

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* *Copy of the Instructions issued by the Accountant General and referred to in paragraph 8 of his letter.*

No. R.—8668 OF 1880.

RESOURCE DEPARTMENT,

BOMBAY, 18*th August*, 1880.

From the ACCOUNTANT GENERAL, Bombay, to the SECRETARY and TREASURER, Bank of Bombay.

SIR,—With reference to Government Notification No. 691 of the 24th February last, I have the honour to say that pending the issue of further orders, you may purchase on Government account, at the rate of one rupee a tola, any defaced Government silver coin in parcels of not less than 20, and further that you may purchase at the same rate any defaced coins irrespective of their number provided they are not reduced in weight by such defacement or so slightly reduced, that the reduction would escape observation unless the coins are closely examined.

2. Soldered rupees must continue to be rejected as it is impossible to tell till the solder is removed what is their true weight of silver.—I have, &c.,

E. GAY, Accountant General.

No. R.-8669 OF 1880-81.

RESOURCE DEPARTMENT,

BOMBAY, 18*th August*, 1880.

Copy forwarded to Assistant Commissioner of Paper Currency, with instructions to adopt a similar course in the receipt of defaced coin.

E. GAY, Accountant General.

No. 3978.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 10*th November*, 1880.

The following Notifications by the Government of India are re-published :—

No. 3556.

DEPARTMENT OF FINANCE AND COMMERCE.

NOTIFICATIONS.

Simla, 1*st November*, 1810.

Read again—

Financial Resolution No. 3299, dated 4th October, 1872, and the Notification of the same date, prescribing Rules for the guidance of Officers authorised to cut and break coin under Section 16 of the Indian Coinage Act, 1870, in one of which it was laid down that the Presidency Banks and their Branches should not cut and break any counterfeit or worn coin under the Indian Coinage Act, except that received by them on behalf of Government.

RESOLUTION.—On reconsideration, the President in Council authorises the Secretary and Treasurer of each of the Presidency Banks, and the Agent in charge of any of their Branches, to cut and break all counterfeit and light weight Rupees and Half-rupees received by them in the course of business, and not only those received on behalf of Government.

2. His Honour in Council also authorises the Secretary, Manager, or other principal Officer of the several Agencies of the Banks named in the margin, the Chairman, Vice-Chairman, or Secretary of the Calcutta Port Improvement Commissioners, the Bombay Port Trustees, and the Rangoon Port Commissioners, and the Chairman, Vice-Chairman, President, Vice-President, or Secretary of the Presidency Municipalities, to act under Section 16 of the Indian Coinage Act, 1870.

Agra Bank, Limited.
Chartered Mercantile Bank.
Chartered Bank of India.
Comptoir D'Escompte de Paris.
Delhi and London Bank, Limited.
National Bank of India, Limited.
Oriental Bank Corporation.
Alliance Bank of Simla, Limited.
Simla Bank Corporation, Limited.

3. Local Governments and Administrations may authorise any officer of any other Municipality, to whom it may be desirable to extend the power, so to act.

ORDERED, that this Resolution be communicated to the several Local Governments and Administrations, and forwarded direct to the Several Banks and Public Bodies named, for information and guidance.

Ordered also, that the Resolution be published in the *Gazette of India* for general information.

APPENDIX U.

UNIFORM TONNAGE SCALE FOR ALL INDIA.

No. 237 of 1880.

Chamber of Commerce, Bombay, *27th August*, 1880.

H. W. I. Wood, Esq, Secretary Bengal Chamber of Commerce, Calcutta.

Dear Sir,—The Committee of the Chamber desire me to invite the attention of your Chamber to the correspondence which passed between the two Chambers in February and March last year on the subject of a uniform tonnage scale for all India, and to ask you if your Committee would now be prepared to join in a movement for the introduction of such a scheme.

The tonnage scale adopted by this Chamber is as stated in my letter of the 11th February, 1879, on the basis of 40 cubic feet and 16 cwt. dead weight to the ton for steamers, and 50 cubic feet and 20 cwt. for ships: at Kurrachee the scale is on a similar basis. The scale, however, at your port is on a different system, as are likewise the scales at Madras, Ceylon, Cochin, and other ports. It is obvious that a uniform scale for all India, and Ceylon, would carry with it many advantages to shipping interests as well as to shippers.

The Committee of this Chamber were glad to learn that you agreed in considering a uniform scale for all India desirable, and they venture to hope that your Committee may now be prepared to take up the question.—I remain, &c.,

J. GORDON, Secretary.

Bengal Chamber of Commerce,
Calcutta, *6th September*, 1880.

J. Gordon, Esq., Secretary Chamber of Commerce, Bombay.

Dear Sir,—I am directed to acknowledge the receipt of your letter of the 27th ultimo, relative to the introduction of a tonnage scale for all India, and inquiring if the Com-

mittee of this Chamber are now prepared to join in a movement for the introduction of such a scheme.

You point out that the scale at the ports of Bombay and Kurrachee is on the basis of 40 cubic feet and 16 cwt. dead weight to the ton for steamers, and 50 feet and 20 cwt. for ships; but that at Calcutta, Madras, Ceylon, Cochin, and other ports, the system is different, and that it would be advantageous to the interests of shipping and of shippers if a uniform scale for all India and Ceylon were adopted.

In replying to your favour of 11th February of last year, in which you represented the desirability of uniformity of practice at all Indian ports, the Committee of this Chamber, while agreeing with yours in this respect, regretted their inability to re-open a question which had been recently settled; and their subsequent experience of the working of the system as it prevails here does not encourage them to disturb it.

They admit the unscientific character of the Calcutta schedule, and that advantages may probably result from an assimilation of the scales in force in all ports, but notwithstanding its acknowledged imperfection the system is so well understood by shippers and the shipping visiting this port that no inconvenience has been experienced or complained of, nor do the Committee apprehend any from its continuance.

The Committee therefore do not find themselves in a position to respond, as you would desire, to the invitation you have been good enough to offer.—I remain, &c,

H. W. I. WOOD, Secretary.

APPENDIX V.

REPORTS ON THE NATIVE OPIUM CROPS AND ON THE IMPORT CONSUMPTION AND PRICES OF OPIUM IN CONSULAR DISTRICTS IN CHINA.

From T. ADKINS, Esq., Her Majesty's Consul at Newchwang, to the SECRETARY to the GOVERNMENT of INDIA, Financial Department, dated 15th August, 1879.

I have the honour to state with reference to this season's crop of opium in the three Manchurian Provinces of Frûg-T'ien (Moukden), Kirim and 'Hei-Sung Chiang (the Amoor)—

(1.) That the crop is far short of that of last year.

NEWCHWANG.

(2.) The season promised to be unusually favourable for the collection of the juice, but shortly after the commencement of the gathering, heavy and continuous rains set in, which destroyed two-thirds of the yield.

(3.) This year the cultivation of the poppy in this vicinity has very much diminished as compared with former years.

(4.) This is due in the first instance to the *real* exertions of the local officials to carry out the injunctions of the Governor General to stop the cultivation ; and, in the second but less degree, to the unseasonable weather.

(5.) The consumption of native opium in these parts is said to be greatly on the increase. It is only at the actual port (Ying-tzu) and the large towns of the interior where the Indian drug is preferred. Owing, however, to the scarcity this year of the native drug, the foreign is being freely imported. At the end of June, the import of the various kinds of foreign opium for the half-year was nearly double that for the corresponding season of last year (see Table A appended).

The native opium in use at this port is produced in the north and east of this province (Frûg-T'ien).

(6.) Native opium is but very little cheaper than Malwa, either in its raw or prepared state, as will be seen by reference to Table C.

Patna and Benares are sold quite unadulterated, and are consequently very expensive, and can only be enjoyed by the wealthy.

(7.) There is a gradual but steady increase in the import of Persian opium, which is nearest in price to the native. It is freely mixed with Malwa, and is frequently sold for it.

I am unable to estimate, with any degree of accuracy, the product of native opium in these provinces. Persons who should be well informed put the average annual yield at 2,000 chests ; the yield of this last gathering is said not to amount to more than 600 or 700 chests. Up to the 30th June, the import of foreign drugs was double that of last year.

Tables A, B, C, are submitted in the hope that they will afford some useful information as to prices and consumption of the foreign and native drugs, and of the fluctuations of import during the past four years.

TABLE A.

Comparative Table of Foreign Opium imported to Newchwang for the half-year ended 30th June, 1879, as compared with the corresponding six months of 1878.

Opium.	1878.	1879.
Malwa	376·89	636·59
Patna	25·00	46·80
Benares	16·80	30·00
Persian	15·00	29·00

TABLE B.

Comparative Table of Import of Foreign Opium to Newchwang during the past four years, viz., from 30th June, 1875, to 30th June, 1879.

Opium.	From 30th June 1875 to 30th June 1876.	From 30th June 1876 to 30th June 1877.	From 30th June 1877 to 30th June 1878.	From 30th June 1878 to 30th June 1879.
	Piculs.	Piculs.	Piculs.	Piculs.
Malwa	1418·11	2500·52	813·89	1411·51
Patna	27·61	25·20	38·20	81·60
Benares	25·20	37·20	45·40	51·40
Persian	4·00	2·00	44·00	59·00

TABLE C.

Opium Smoking Return.

Opium.	(a.) 100 catties unprepared drug yield catties of prepared drug.	(b.) 100 catties unprepared drug sell per dollars.	100 catties of prepared drug sell per dollars.	Beginners smoke daily of prepared opium.	Average smokers consume daily.	Heavy smokers consume daily.	One mace of prepared opium costs at a smoking-room.	One mace of prepared opium will fill pipes.	(d.) Sum total of taxes leviable after payment of import duty.
		$	$	oz.av.	oz.av.	oz.av.	$c		$
Malwa	80	942	1,392	·066	·399	1·066	9	2 to 7	46
Patna	55	618	1,624	·026	·199	·666	10	Do.	56
Benares	55	603	1,624	·026	·199	·666	10	Do.	56
Persian	75	826	1,377 to 1,392	·066	·399	1·066	9	Do.	46
Chinese	60to70	800	1,253	·053	·399	·799	8	Do.	None.

(*a.*) 100 catties=133⅓ lbs.
(*b.*) The dollar equals about 3*s.* 10*d.*
(*c.*) One mace=·133 oz. av.
(*d.*) This applied merely to the port of Newchwang. If taken into the interior, say as far as Moukden, which is about 120 miles off, it will have to pay similar sums twice over.

No. 8

From C. W. T. GARDNER, Esq., Her Majesty's Consul at Chefoo, to the SECRETARY to the GOVERNMENT of INDIA, Financial Department, CALCUTTA, dated 24th February, 1879.

CHEFOO.

I have the honour to inform you that (I.) the opium crop in Manchuria in 1878 is stated to have been a very bad one. (II.) In Shensi, Honan, Shansi, &c., I am informed that, owing to the famine, less ground is being cultivated with poppy and more with cereals. The badness of the roads in China, and the consequent difficulty of transporting grain, causes local dearths and failures of harvests to be felt, with a peculiar severity. The famine of 1877, spreading over Honan, Shansi, Chihli, and Shantung, caused not only much suffering, but a panic that the crops of food might fail, and consequently for some years we may expect that the prohibition against the cultivation of the poppy will be supported by public opinion, and will consequently, in these provinces at all events, and perhaps throughout the empire, be partly enforced instead of being, as hitherto, a dead letter.

III.—The cultivation of the poppies is not carried on at all in the neighbourhood of Chefoo. Within the last few years it has been introduced in the west of Shantung; the cultivation is of very insignificant dimensions, but will undoubtedly increase if good havests cause the price of grain to fall, or create large stocks.

IV.—The authorities of Peking have always been hostile to the cultivation of native opium, on the ground of its interfering with the revenue derived from the import of foreign drug. On the other hand, the local authorities steadily connive at the growth, both from indolence and from the fact that they find it very lucrative to themselves, the growers being able and willing to pay largely for the privilege of evading the prohibition. In Shansi and Honan, since the famine, they have been forced by public opinion to partially enforce the prohibition.

V.—The consumption of native opium has decidedly increased to a great extent both in the neighbourhood of Chefoo and in the province of Shantung generally. The import of foreign drug in foreign vessels decreased from 596,858lbs. in 1874 to 326,037lbs. in 1877, and a similar decrease occurred in the quantity imported into the province by way of the grand canal. Owing to the failure of the opium crops in Manchuria in 1878, and to the partial suppression of the growth of the poppy in Honan, Shansi, &c., the import increased last year to 507,069lbs. This increase was entirely in the last quarter of the year, after the failure of the crop in Manchuria had been ascertained. Shansi, Honan, and Manchuria are the source of supply for the native opium consumed in this neighbourhood. Shansi and Manchuria are advertised openly in the opium shops in Chefoo and its adjacent villages.

VI.—The prices of drug are as follows :—

Malwa	...	...	...	570	Chefoo taels per chest.
Patna	...	...	...	442	,,
Benares	...	...	...	431	,,
Persian	...	...	...	425	,,

A Chefoo tael is worth about 5*s.* sterling. The prices of opium vary enormously, but foreign drug, on account of its greater strength and better preparation, always sells for more than native. I know of nothing likely to affect these relative prices unless perhaps the greater agricultural knowledge and skill in the growth and preparation of native drug.

VII.—Turkish opium is not imported to Chefoo, and as for the Persian drug, its import, never large, varies greatly. During the last ten years it has been as follows :—

	lbs.
1869	608
1870	623
1871	666
1872	133
1873	*Nil*
1874	666
1875	*Nil*
1876	"
1877	133
1878	13,133

As far as I can ascertain, the Persian drug much resembles the native. I am not prepared with any explanation of the sudden increase during 1878 in the import of Persian drug.

From ARTHUR DAVENPORT, Esq., Her Majesty's Consul at Shanghai, to the SECRETARY to the GOVERNMENT of INDIA, Financial Department, dated Shanghai, 28th April, 1879.

Report on the Native Opium Crop for the year 1878.

SHANGHAI.

The collection of information or statistics as to the yield of the native opium crop at any of the treaty ports in China is at all times a difficult task owing to the unreliable nature of the source from which they alone can be derived. The task becomes doubly so at a place like Shanghai, far removed from the centres of production, where the small quantity that is placed on the market passes entirely through native hands, and is almost exclusively imported in native bottoms. No trustworthy returns of imports through the native customs, to which all Chinese craft are consigned, are to be procured, even if such exist, and the enquirer is forced to have recourse to natives for his information. To those who are able to appreciate the innate duplicity of the Chinese character, which tends invariably to untruthfulness where the advantages of truth and falsehood are equally balanced, it is hardly necessary to preface any report on the matter which forms the subject of this memorandum with a disclaimer as to the authenticity of the statements made ; but as it is quite possible that any figures that may be quoted further on may prove to be utterly wrong,

it is almost a duty to guard oneself against the charge of exaggeration by stating this plainly at the outset.

In my report on the opium crop for 1878 in the Chêkiang province, of which Ningpo is the treaty port, I endeavoured to explain the process by which the native drug is prepared and the manner in which the poppy is cultivated. The system pursued is probably everywhere the same, so it will be needless to recapitulate the account given in that memorandum.

The province of Kiangsu is said to produce no opium whatever, and to depend entirely on the provinces of Szechuen, Yunan, and Chêhkiang for the small amount that is placed upon its market.

Her Majesty's Consul at Ningpo will doubtless furnish information as to the estimated yield from the latter province, and Mr. E. C. Baber, it cannot be doubted, will have much to say on the subject of poppy cultivation in Szechuen, a province that is said to be almost entirely given up to this branch of agriculture.

This report therefore resolves itself almost entirely into a consideration of the consumption at Shanghai, and a comparison of the amounts imported during last and previous years.

In spite of the periodical fulminations against the growth of the poppy that appear in the *Peking Gazette* and give rise to local proclamations to the same effect, native opium would seem to be a recognized article of import by the tariff of the Maritime Customs under foreign supervision and management, and the fact that this is so cannot fail to weaken the belief of those to whom the prohibitions are addressed in the genuineness of the interdict. During the past year the foreign customs, as it is called, collected duty on 798 piculs of Szechuen opium, valued at Taels 243,000 odd. The import for the preceding year was piculs 1,083, and that for 1876 piculs 1,606. The following are the returns of the import of foreign opium :—

	1876.	1877.	1878.
Piculs.....	42,215	45,774	46,364.

We see therefore that while foreign opium has increased nearly ten per cent. in three years, there has been a falling-off of fifty per cent. during the same period in the import of the native drug.

If these figures represented the actual amount of opium imported and consumed, they would be a strong refutation of the prediction of all those who have prophesied the gradual annihilation of the foreign opium trade by the native drug. There is no doubt, however, that while the return of foreign opium represents almost the whole of the amount imported, the figures for native opium are a very small proportion of what actually finds its way here. Shanghai, again, is hardly the right place to take as affording an example of the comparative consumption of foreign and indigenous opium. The population is mainly composed of Chinese from other parts attracted here by commercial inducements, and, with the exception of the "rowdy" class,

are people of comparative substance and means who invariably prefer the more costly article, of the superiority of the flavour of which there cannot be two opinions. Adulteration of the foreign with the native drug, however, exists to a large extent; and it is here that the increase of the latter is to be noticed. The nearer of course that native opium can be made to approach in flavour and consistency to foreign, the greater is the chance of adulteration being undetected; and it is in this matter I venture to believe that the competition will be felt more year by year.

The famine that has devastated two provinces of the empire and portions of others during the past two years has, it cannot be doubted, given a stimulus to foreign imports, and must continue to do so for some time to come. This stimulus, however, is not so great as might have been anticipated. With the exception of Szechuen, the supply of native opium produced in any province is not much more than sufficient to satisfy local wants, and it may be accepted as an axiom that native opium—always with the exception already pointed out—keeps pace with local consumption and very little more. The increase of production, therefore, is attributable to an increase in the number of smokers, men for the most part of the labouring class who have never smoked anything but native opium, while a decrease in the number of consumers will correspondingly affect the supply. Consequently, the cessation of poppy cultivation in Shansi and Honan, though attributable in the first instance to the utter impossibility of growing any crop whatever in consequence of drought, will continue to be affected by the fact that almost all the opium smokers have died. During a recent tour in these provinces, I was told by many individuals that opium-smoking as far as the native drug was concerned had almost died out, the smokers having been the first to succumb when subjected to the test of famine. While, therefore, it is not from these provinces that foreign opium has much to fear, there is little to be gained from a diminution in the cultivation of the poppy. At the same time there can be little doubt that the same causes that affect native drug will have their effect upon foreign opium. Many thousands of comparatively opulent Chinese have been reduced to beggary by the famine, and amongst these there must have been many who were habitual consumers of Malwa or some other high-priced drug. With the provinces of Szechuen, Yunan, and Kweichow, we are given to understand, it is far different. Enquiry tends conclusively to show that the annual yield of the province of Szechuen is something enormous. Indeed, I have heard it stated that it amounts to more than the whole of the annual Indian crop. Startling though this statement is, a glance at the map will show that it is not absolutely unwarrantable. An area occupying ten degrees of longitude and five of latitude, the majority of which is devoted to poppy cultivation, must yield an enormous harvest, and that more opium is finding its way to the outer world each year is proved by the tables furnished by Messrs. Sassoon and Co., and given further on. When to Szechuen opium we add that from Yunan and Kweichow, the total becomes formidable.

Perhaps, no more significant evidence of the progress of native opium can be found than in a comparison between the import of foreign opium into Hankow for the past few years as given in the Customs

returns and Messrs. Sassoon and Co.'s tables. The figures speak for themselves and require no comment.

YEAR.	Szechuen.	Yunan.	Kweichow.	Honan.	Foreign.
	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
1862 ...	20,000	5,000	3,000	100	.....
1863 ...	21,000	5,000	3,500	200	.....
1864 ...	22,000	6,000	4,000	300	.....
1865 ...	24,000	7,000	4,500	500	.....
1866 ...	25,000	8,000	5,000	1,000	.....
1867 ...	26,000	8,000	5,000	2,000	.....
1868 ...	28,000	9,000	5,000	3,000	.....
1869 ...	30,000	10,000	6,000	4,000	.....
1870 ...	33,000	10,000	6,000	5,000	3,673
1871 ...	35,000	11,000	7,000	6,000	3,144
1872 ...	37,000	12,000	8,000	7,000	2,413
1873 ...	38,000	13,000	8,000	8,000	2,994
1874 ...	40,000	14,000	9,000	9,000	2,861
1875 ...	40,000	16,000	10,000	10,000	2,325
1876 ...	42,000	15,000	10,000	9,000	4,189
1877 ...	45,000	16,000	12,000	7,000	2,274
1878 ...	45,000	17,000	12,000	5,000	2,477

Persian Opium.

There is a marked increase in the demand for this drug during the past year, the Customs returns showing an import of piculs 1,946 in 1878 against piculs 358 in 1877, or five times that of last year. Persian opium may be said to hold a middle position between Malwa and indigenous opium both in regard to price and quality, and is therefore better adapted for adulteration than the cheaper kinds. Messrs. Sassoon and Co., than whom no one is in a better position to form an opinion on the general aspect of the native opium trade, have kindly furnished the Consulate with a report, which is appended to this memorandum, and affords much valuable information. The volume of translations from the *Peking Gazette* which will shortly be forwarded to the Secretary of the Indian Government, supplies a collection of all the State papers bearing on the subject that have been made public.

APPENDIX.

The 10th April, 1879.

The opium crop in the districts of Szechuen and Yunan from all accounts appears to have yielded an abundant supply, and the cultivators finding that the drug is growing more and more into favour are naturally devoting their best efforts in the culture and manipulation of the indigenous drug. It is generally admitted that, in spite of the periodical fulmination of imperial edicts interdicting rigorously poppy cultivation, each year more extended areas of fertile soil is set apart for the growth of the poppy seeds, and consequently the yield of the crops are becoming materially larger, which cannot but affect prejudicially its less favoured rival, considering the extremely light manner in which the former is taxed; whereas the foreign drug, after paying a considerable sum (Taels 30 Malwa and Taels 40 Bengal), on importation is subjected to innumerable squeezes in the shape of "lekin" and barrier imports which harasses the trade to

such an extent as to drive it from former channels of consumption to new ones vastly to its detriment, while the home-grown crop gains a firm hold by the gradual disappearance of its competitor on the tastes of the Chinese smokers. Seven or eight years ago not a cattie of Szechuen opium was imported into Canton, whereas no less than 5,000 chests of that drug annually find their way there, and the consumption there, as well as in Shanghai (which consumes yearly on an average of 10,000 chests), is generally considered to be on the increase. Formerly native opium used to be mixed with foreign opium for flavour, but that necessity has within the last two years well nigh disappeared, the short crop of Malwa last year having imported a marked stimulus both to the annual outturn, and what is of far greater importance to the preparation (certain ingredients being now used to bring the flavour as near as possible to equal that of Malwa opium). The Mandarins of course do not attempt seriously to give effect to the "edicts," as the perquisites they receive as "hush money" acting as a powerful incentive to them to prevent them adopting any measures against the native drug, the millet or other cereals being notoriously not so remunerative to those concerned in their cultivation as the poppy crop. The import of foreign opium into Hankow is becoming less and less owing to its being slowly cut, surely and successfully supplanted by the local drug; the competition as between the rival trades bids fair to one of considerable magnitude at no future date, and it is beginning to cause serious apprehensions to those interested in the foreign opium trade.

In corroboration of the above observations, we annex statistics of the annual outturn of opium in the four districts around Hankow. We may draw attention to the immense strides which the Szechuen crop has made since 1862, as also the Yunan crop, conclusively showing that the danger to the foreign drug is something more tangible and substantial than is supposed. The figures were collected by our Hankow people from old Chinese residents, as there are no official records, and may be said to be approximately correct.

Statistics of Chinese Opium Crop in the Districts of Szechuen, Yunan, Kweichow, and Honan, from the year 1862 *to* 1878.

Year.	Szechuen.	Yunan.	Kweichow.	Honan.
	Piculs.	Piculs.	Piculs.	Piculs.
1862	20,000	5,000	3,000	100
1863	21,000	5,000	3,500	200
1864	22,000	6,000	4,000	300
1865	24,000	7,800	4,500	500
1866	25,000	8,000	5,000	1,000
1867	26,000	8,000	5,000	2,000
1868	28,000	9,000	5,000	3,000
1869	30,000	10,000	6,000	4,000
1870	33,000	10,000	6,000	5,000
1871	35,000	11,000	7,000	6,000
1872	37,000	12,000	8,000	7,000
1873	38,000	13,000	8,000	8,000
1874	40,000	14,000	9,000	9,000
1875	40,000	15,000	10,000	10,000
1876	42,000	15,000	10,000	9,000
1877	43,000	16,000	12,000	7,000
1878	45,000	17,000	12,000	5,000

From W. M. COOPER, Esq., Her Majesty's Consul at Ning-po, to the SECRETARY to the GOVERNMENT of INDIA, Financial Department, dated Ning-po, 1st July, 1879.

Report on the Native Opium Crop in the Consular District, comprising the three Prefectures of Ning-po, Tái-chow, and Shao-hsing.

NING-PO.

During the past season, careful and deligent inquiry has been instituted, through acquaintances among Chinese merchants, officials, and others, with a view towards obtaining more certain information on several points respecting which Mr. Hillier, who wrote last season's report, could do little more than speculate. Our efforts to possess ourselves of more certain statistics of the crop have proved fruitless, and I am able but to furnish my own idea of its amount, founded on the reports of persons who were all, more or less, interested in understanding or overstating it; dealers and others engaged in its transport and distribution asserting it below what they really knew it to be, in order that the selling price might be maintained and the taxing offices blinded. While officials had little or no certain information that they would impart to me, the people interested in the sale of Indian opium I found prone to exaggerate the crop, with no other view that I can discover than to account for its low price as compared with foreign opium, and as a cause for railing at the Magistrates for their inertness and disregard of the prohibitions against its cultivation. One result of my inquiry, however, has been to place beyond a doubt the connivance of the whole body of Government officials of the Tái-chow prefecture, and that arrangements were made with them in the autumn of so satisfactory a nature to the farmers and capitalists, that the former placed at least half as much again of acreage in poppies than they had done in any previous year, and that the latter agreed to purchase the opium produced, with intent not only to store, but to work and prepare it for market; it having been found that by keeping, manipulation and drying, it acquired a better flavour, and fetched, when put on the market, so superior a price as well to repay the interest of the money invested and the labour employed on it. The Tái-chow produce, as it has heretofore come to this market, in its raw state, adulterated with spirit, resinous and other substances to the extent often of 20 per cent., has come to great disadvantage. The crude burning taste of fresh opium which may be tolerated in cold weather is found at the commencement of the heats of summer by all but the lowest class of smokers extremely objectionable. The rate at which growers are to fee the Magistrates' staff I have not been able to ascertain, beyond that in every local district a local rate has been determined, by means of which agreement between the cultivators and the runners is facilitated. The war-contribution office collection is 60 cash a catty (between two and three-pence per pound).

In addition to these facts it may be assumed that the authorities at Tái-chow are not taking upon themselves to set at nought the Government edicts against the cultivation of opium, without some understanding, tacit or otherwise, having been arrived at with the Provincial authorities at Hang-chow, who, very probably, being hard pressed by the Central Government for remittances, see how greatly an increased growth of opium will, in view of the diminution to which,

of late years, the Shensi crop has been subjected, benefit the provincial revenues.

At Tái-chow the season was a very favourable one. Apart from what is required for local consumption, the quantity that will be set down on the market may be calculated at over 30,000 catties. Very little of this has as yet come to Ning-po, and what has come has been of the usual watery kind, which, after being boiled, filtered, and evaporated, leaves a large quantity of cinder in the pipe. The price has fallen from that reported last year to below twenty dollar cents the tael.

In the Ning-po prefecture the poppies did not thrive so well as in the country to the south of it. Late into the season there was snow and cold weather followed by an unusually bright spring. Though the plants were tall and flowered well, the capsules were small and yielded poorly. The quality of the Seang-san is better than it usually is and of a thicker consistency; at Ning-po it has found a ready sale at 20 to 25 cents the tael.

The other districts of this, and also those of the Shao-hsing prefecture, grow opium only for their own consumption. Seldom, if ever, do they send any but to the market of the township.

Last year's Tái-chow opium, of good quality, has, during the winter and spring, commanded a price varying from $4 to $4·50 per catty.

At the present relative prices of Patna and Malwa, Patna, which is generally considered the superior as regards flavour, is cheaper than the latter, if the price be calculated by its intoxicating qualities. Some cause for its not being more preferred by the smokers at the places supplied from this port is, that they are already supplied with the brass vessels for converting the raw drug into the preparation for the pipe, and do not care to replace them with the larger ones that are necessary for the preparation of Patna. Whereas, Malwa can be prepared for the pipe in two or three hours, with but small loss in quantity, not more than 20 or 25 per cent. Patna requires attention constantly for at least thirty-six hours. The contents of a ball are taken and boiled with water for about twelve hours in an open brass pan, till it becomes in such a state, that, on the water being evaporated, a softish mass is left, the surface of which being scorched, a scum forms thereon. This is removed and hardened over embers on a wire gridiron. The operation is continued till the opium in the pan be exhausted, and twelve to fifteen flat cakes be produced. The opium in this form is again macerated in water, filtered, and boiled for several hours, slowly. A substance of treacly consistency is the result. This lengthy process and the qualities of the prepared article being so well known to consumers, appears to have prevented, as yet, any adulteration. In those parts where Calcutta opium is smoked, the preparation seems to be generally done by persons who make a business of it, selling the product of their manufactures in small quantities to suit purchasers. Here, I am told, Patna is only smoked by the wealthy and in the larger smoking houses. In these parts smokers seem to seek their enjoyment more in the recesses of their private houses than they do in the south of China, where the consumers may be seen to congregate in the public rooms.

The scarcity of Malwa would lead one to suppose that Patna would

supply its place. The reason that it does so but slowly is that the custom of smoking Malwa has become established, Malwa is easily prepared for smoking, and the simplicity of its preparation allows of its adulteration by native opium and other foreign substances. At a smoking house 110 cash are charged for a mace of Patna, while for the same weight of Malwa 65 or 75 cash suffice. Patna is considered much the more potent of the two; the habit of smoking Patna once formed, extrication is more difficult. It is thought to produce insensibility more quickly, which is a defect, Chinese being desirous rather to prolong the state that precedes it. It is said to be cool to the taste and heating to the vitals, producing a low fever. Malwa has a pungency that ingratiates it to the palate of consumers, and does not affect their constitutions so injuriously. The vapour of Patna is dense. The fumes of Malwa have more tenuity. The better class of opium houses do not professedly sell native opium to their visitors; the low class dens have no other kind. It is not sold there by the weight, but by the *k'ou* (mouth or dose), which is nominally the quantity generally taken by a smoker without a rest, and makes from five to eight pipes. The charge for a *k'ou* is 10 or 12 cash, say a cent. The preparation is not supposed by purchasers to be entirely opium.

From a chest of Patna of 100 catties, only from 50 to 60 of the prepared opium is obtained, while from Malwa 70 to 75 catties is the product.

The tests by which the quality of opium is much determined are what may be called the water test and the fire test. The first is a test of its purity. Equal parts of opium and hot water being taken, they are placed in a brass pan over ignited charcoal till the opium is entirely dissolved. The mixture is then run through filtering paper. If it be dilatory in percolating the paper, the opium is announced to be adulterated, and its value is consequently deteriorated. This test often lowers the price of Persian, which, often good in other respects, stands this test badly. I need not say this test is inapplicable to Patna and Benares. The fire test is subsequent to the drug having undergone preparation for the pipe. A drop is taken on the end of a long needle, and held to the flame of a small lamp. The drop bubbles, swells, and gradually hardens. With the best quality of Calcutta opium, a pale opal film forms on the surface and a peculiarly subtle and penetrating odour is given out. Drug of this quality has been, of late years, extremely rare, and it is doubtful whether it is now procurable in China. The next best shows a bright reddish colour; the inferior sorts, a duller and darker hue, and with inferior Persian and Native, six-tenths of the roasted drop are cinder.

The extent of country supplied with imported drug from this port has, during the last year, owing to the action of the *Lekin* officials, and to the death last June of the great farmer of inland dues, and their chief adviser, Chên Yû-mên, been frequently encroached on along its northern limits by the Shanghai dealers.

Last year's harvests were uniformly good. This spring has proved a fine season for silk. In consequence of the dearth in the north, rice continues high. The province is in a prosperous condition, and its inhabitants in a position to afford themselves simple luxuries.

I append tables showing the import last year, the market rates for the same period of Indian and native opium, and of opium imported during 1877 and 1878.

TABLE I.

Opium imported into Ning-po during the year from 1st July, 1878, to 30th June, 1879.

Malwa.	Patna.	Benares.	Persian.
Piculs.	Piculs.	Piculs.	Piculs.
6,932·00	605·20	287·80	135·00

TABLE II.

Comparative prices of Opium from 1st January to 30th June, 1879, in Ning-po taels.

1879.	Malwa.	Patna.	Benares.	Persian.	Native.
January ...	505—50	405	383	400	Native drug has been sold at from $ 300 to $ 320 per picul all this year.
February ...	550—60	510	390	420	
March ...	575—50	415	385	405	
April	530—550	400	380	410	
May	550—45	395	375	400	
June	550—40	395	375	400	

N.B.—100 Ning-po taels equal 111 Shanghai taels. The value of the Shanghai tael during the half-year may be taken at 5*s*.

TABLE III.

Opium imported into Ning-po with re-exports deducted.

	1877.	1878.
Malwa	7,641	6,518
Patna	204	400
Benares	123	170
Persian	23	163

From P. WARREN, Esq., Her Majesty's Consul at Wenchow, to the SECRETARY to the GOVERNMENT of INDIA, Financial Department, dated 20th July, 1879.

Report on Opium, Native and Indian, produced and consumed in the vicinity of Wenchow.

WENCHOW.

Since the date of my last report made in June 1878, there has been

little change to note, either in the consumption of Indian drug or the cultivation of the poppy in this portion of the Chekiang province.

Patna and Malwa have been in demand to a slight extent during the past year, but the entire consumption in and around Wenchow in the twelve months has not reached 200 chests.

The supplies have, as usual, been drawn in most cases from Ning-po, the opium being sent down overland in small parcels. The trade here is entirely a retail one.

Malwa is usually sold in three-catty packages, Patna by the ball, and native drug at so many ounces for a dollar. Occasionally three or four Chinese merchants unite in obtaining a chest of Patna by steamer from Shanghai, and the result is that they are enabled to sell at about 50 cents per ball cheaper than those who get their opium from Ning-po. The carriage overland is very heavy about 400 cash per ball, equal to 16,000 cash, or say $13 per chest, which is more than double the steamer's freight; but, as a rule, the Chinese merchants have neither sufficient capital nor enterprise to attempt to extend their business, and unless foreign merchants settle here, there seems no prospect of any appreciable improvement in the trade.

The neighbouring districts obtain their supplies partly from Wenchow and partly from Ning-po. Ping-yang, a town about four miles south of Wenchow, has a large Junk trade direct with Ning-po, and no doubt a considerable amount of opium finds its way there, as it is rather a convenient locality for smuggling over the border into the Fukien province, where the lekin charged is more than double that levied here. I have not, however, been able to obtain any satisfactory information as to the quantity thus imported annually.

Wenchow is undoubtedly the natural inlet for the supply of the whole of the southern and south-western portion of the Chekiang province and of a large part of the province of Fukien. As regards the former district, foreign enterprise and capital could, without difficulty, soon start a lucrative trade, but lekin effectually bars any attempt of the kind in the direction of Fukien. The lekin at present levied here is nominally taels 40 per chest, but the sum actually paid is taels 32. This payment clears the opium to all parts of the province, but should it be carried across the borders into the Fukien province, it is liable to a further payment of taels 80 per chest, the rate at which lekin is levied at Foochow.

A large quantity of opium used to find its way into Fukien from Ning-po; whether this is the case now I have not been able to ascertain; but if so, it goes by another route than formerly, for, immediately on the opening of Wenchow to foreign trade, lekin stations were erected on the borders at the usual crossing-places, and the trade ceased at once.

Below is given a table showing the comparative prices of Patna, Malwa, and native drug for the year from the 1st June, 1878, to the 31st of May, 1879.

The trade being, as stated above, entirely a retail one, there being no instance of a chest of opium having been sold entire, the prices quoted will naturally seem rather high, but they represent correctly what

the chest sold retail would fetch. These are the only three descriptions of drug in demand here.

Date.	Patna, per chest 120 catties.		Malwa, per chest 100 catties.		Native Opium, per chest 100 catties.	
	Old.	New.	Old.	New.	Old.	New.
1878.	$	$	$	$	$	$
June	762	...	933	...	...	374
July	796	...	915	...	...	390
August	784	...	900	...	...	405
September	775	...	903	...	444	...
October	760	...	890	...	463	...
November	760	...	890	...	470	...
December	738	...	875	...	457	...
1879.						
January	760	720	900	850	500	...
February	760	704	883	833	470	...
March	744	688	883	833	470	...
April	736	680	883	833	444	...
May	736	680	866	817	432	274
Average price during the year	759	694	893	833	461	361

The high rates which ruled for native opium during the past twelve months are due to the short outturn of the crop gathered in May 1878. This deficiency was, as explained in my last report, caused partly by the unfavourable nature of the weather, and partly by proclamations issued by the district officials forbidding the cultivation of the poppy.

In the Wenchow prefecture no steps were taken to enforce obedience to these proclamations, and in consequence those opium-farmers who disregarded them, and succeeded in raising a crop, made a very handsome profit, whilst those who were deterred from sowing the poppy by fear of the consequences, were correspondingly chagrined. In the Tai-chow prefecture, where the prohibition was to a certain extent enforced, the crop was particularly scanty, and the entire yield of the two districts was much below the average.

Previous to the sowing of the crop just gathered, no prohibitory proclamations were issued here, and in consequence about 20 per cent. more land has been employed in the cultivation of the poppy. The season was favourable and the crop is more plentiful than has been the case for many years. In Tai-chow, however, the prohibition appears to have been enforced as in 1878, and the result is that the crop there is as small this year as last.

Much of the opium produced in the Tai-chow district finds a market here, and the consequence of the failure of the crop in that part of the country is that the same high prices seem likely to prevail as during last year.

Further by far the greater portion of the crop raised this year in the Wenchow district was purchased on the spot where it was produced, and exported chiefly to small ports in Fukien. Some has been

sent to the north of Formosa, which is notably one of the best markets for the opium produced here. I am informed that by dint of adulterating the drug and adding to it a mixture made by boiling down the stalks and leaves of the poppy, a composition is obtained, which yields a clear profit of at least 50 per cent., and that the usual market for this mixture is Kelung in North Formosa.

I have made careful enquiries as to the amount of opium annually produced in this part of the province, and I am convinced, both by my own observation, and by information gathered from reliable sources, that the largest crop ever raised in the Tai-chow and Wenchow prefectures has barely reached 7,000 piculs, and that this has only been in very exceptional years, and in fact may be put down as the largest crop on record.

Dealers here, many of whom are natives of Tai-chow, and have been engaged in the trade for upwards of ten years, assure me that the Tai-chow prefecture does not produce more than from 1,500 to 2,000 piculs.

The producing districts in the Wenchow prefecture are Yo-ching, Ping-yung, Yungchia-chang, Hsi-chi, Nan-chi, and Mâ ssu which yield from 3,000 to 3,500 piculs, while from 300 to 400 piculs are produced a short distance over the border in the Fukien province. This brings the total in ordinary years to from 4,800 to 5,900, roughly 5,000 to 6,000 piculs.

In the south-western part of the province no opium is produced, the ground being very poor and for the most part hilly; consequently the Chu-chow, Ching-lien, Fai-shun, and other districts obtain their supplies from this.

The amount of native opium annually taken by these districts I have as yet been unable to ascertain, but, as regards the city and Suberbs of Wenchow, I have obtained certain data from which the annual consumption may be calculated approximately.

The population of Wenchow and the Suburbs was found, at the taking of the last census in 1878, to be 80,000 families, and the average number in a family is said to be three persons, which gives a total population of 240,000. Of this number, it is calculated that two-fifths are men, three-tenths women, and three-tenths children; thus we have men 96,000, women 72,000, and children 72,000. Now, of the men 60 per cent. and of the women 5 per cent. are stated to be habitual opium-smokers, and it is calculated that ten persons will consume two ounces of native drug per diem.

Thus we find that there are 61,200 habitual smokers whose daily consumption is at the rate of 12,240 ounces, or 7 piculs and 65 catties of drug. This would give 2,792 piculs as the total annual consumption, but from this must be deducted the Indian drug consumed which is put at 200 piculs annually, and as native opium is just about half the strength of Indian, this puts the actual yearly demand for the former at as nearly as possible 2,390 piculs.

Allowing, then, for inaccuracies in the census, and the merely approximate nature of the calculations as to the amount of opium consumed per diem by each person, it would seem safe to assume that out of the 6,000 piculs produced annually in the Wenchow and

Faichow prefectures, 2,000 piculs, or one-third, finds a market in the city and suburbs of Wenchow.

There are 800 opium shops in Wenchow, at all of which the native drug is sold and smoked.

The drug is prepared for smoking in a very simple manner, by boiling down with the ashes or residuum of opium, Native or Indian, previously smoked, in the proportion of three parts of ashes to five of drug; this is said to clear the mixture of impurities and add flavour to it. In the case of native opium the amount of ash left after smoking is on an average about three-fifths, thus each smoking leaves exactly the quantity of ash needed to prepare a similar amount of drug.

The average consumption of native drug in each of these shops is 10 ounces daily, giving a total of 8,000 ounces equal to five piculs. The more respectable classes, however, prefer to smoke at home, and about one-fifth of the amount smoked in the opium dens is thus consumed. Six piculs, therefore, are daily required to supply the demands of the city and suburbs, which shows a total of 2,190 as the yearly consumption, a result which agrees closely with the calculation made above and based on the number of inhabitants and the proportion amongst them of opium-smokers.

The best description of drug is produced in the Yung-chia-chang district, which commences 27 miles north-east of Wenchow and extends along the seacoast in a northerly direction to the Yoching district. The poppy is said to come to greater perfection when planted in close proximity to the sea, and the Yung-chia-chang opium commands a higher price than that grown further inland.

In concluding this report, I would point out that in the Wenchow districts no *bonâ fide* attempts have been made hitherto to repress the cultivation of the poppy. Proclamations have indeed from time to time been issued during the last three years, but no active measures have at any time been taken to render the prohibition effective.

On the appearance of the first series of proclamations, as before stated, some of the opium-farmers were alarmed and ceased for a time to plant the poppy, but they have long since learned that their alarm was uncalled for, and that they have nothing to fear from the action of the officials here. The poppy flourishes in the immediate vicinity of the city, and no notice is taken; I have seen patches of it planted not a mile from the city wall without the least attempt at concealment, and as long as the officials remain as inert in the matter as at present, there seems every probability that the annual production will steadily increase.

From W. GREGORY, Esq., Her Majesty's Consul at Swatow, to the SECRETARY to the GOVERNMENT of INDIA, Financial Department, dated 23rd June, 1879.

SWATOW.

I have the honour to report that an additional charge on opium under the name of *Hai-fang King-fei* (maritime defences charge) has

been introduced here. The date of commencement was announced as the 8th May, and the rates announced by notification were—

for Patna, 7 mace 5 candareens per ball, which would be 30 taels per chest of 40 balls ;
and for Malwa, 9 mace (*i. e.*, $\frac{9}{10}$ of a tael) per package of 3 catties weight.

But these rates have been reduced to 27 taels per chest of Patna or Benares, and the same amount per chest (of about 100 catties) of Malwa. It should be understood that these are not Haikwan taels (as in the Treaty Tariff), but are commercial taels, 11 of which are equal to 10 Haikwan taels.

The total amount of taxes paid on opium at this port is not easy to ascertain with close accuracy, because of the different ways in which different charges are made. The trade moreover is now entirely in Chinese hands. The following statement of charges is given me by a British merchant (the cents being apparently given in round numbers).

On Patna and Benares—

	$.	C.
Customs Duty : per chest of 118 catties Haikwan taels 35-4-0-0 = taels 38-9-4-0 = dollars @ 7-2	54	10
Li-kin : per chest, independent of weight, taels, 25-7-0-0 = @ 7-2	35	70
New *Haifang* charge : per chest, irrespective of weight, taels 27-0-0-0 @ 7-2	37	50
Total ...	127	30

On Malwa, per picul (of 100 catties or 133⅓ lbs. avoirdupois)—

Customs Duty : Haikwan taels 30 = taels 33 = @ 7-2...	45	90
Li-kin : taels 20-9-4 = @ 7-2	29	10
New *Haifang* charge : taels 27 = @ 7-2...	37	50
Total... ...	112	50

And the following is an estimate obtained from the Custom House, giving the amount in Haikwan taels per 100 catties, to which I have added a reduction into dollars :—

On Patna and Benares.	Per 100 catties Haikwan taels.				Reduced by Consul into dollars.			
					Per chest of 118 catties.		Per chest of 120 catties.	
	Hk.T.	M.	C.	C.	$.	C.	$.	C.
Customs duty	30	0	0	0	54	8	55	0
Li-kin	18	7	6	9	33	84	34	41
Haifang charge	20	3	9	3	36	76	37	38
Total...	69	1	6	2	124	68	126	79

On Malwa.	Per 100 catties in Haikwan taels.	Per 100 catties reduction into dollars.
	H.K.T. M. C. C.	$. C.
Customs Duty	30 0 0 0	45 83
Li-kin	18 1 4 9	27 73
Haifang	24 4 7 2	37 39
Total...	72 6 2 1	110 95

I understand that opium having paid these charges is free of further charge in the Kwangtung province, but that in Fokien it has to pay a further charge of 12 taels (which still leaves the total charge considerably less than if it had been imported at a Fokien port), and that in Kiangsi (which has taken more than half of the opium imported here) there are further charges of from 6 to 12 or 15 taels.

The new tax will doubtless diminish the opium import at Swatow, and probably increase it at the Fokien ports and at Kewkiang.

From W. GREGORY, Esq., Her Majesty's Consul at Swatow, to the SECRETARY to the GOVERNMENT of INDIA, Financial Department, dated Swatow, 28th February, 1879.

SWATOW.

In regard to opium, I have the honour to report as follows :—

The production of Chinese opium in this neighbourhood is *nil*, or insignificant. Concerning the remoter regions, which are supplied through this port, I am at present unable to report.

As regards the use in this region of Chinese opium grown elsewhere, I hear that there is a rare and trifling import of it in junks from the north.

Persian and Turkish opiums do not appear at this port. The import as shown by the Customs return is entirely of the Indian kinds. A chest of Persian was brought here last year, but was re-exported.

The *li-kin*, or local duty on opium was raised in October 1876, but is still moderate as compared with that at some other ports.

The import for 1878 appears as piculs $9{,}595\frac{40}{..}$, against piculs $11{,}621\frac{60}{..}$ for 1877. The diminution is thought to be owing, at least in part, to the substitution of other routes to some of the inland regions, by which the charges encountered are made somewhat lighter.

The opium trade at this port is now almost entirely in Chinese hands.

From H. F. HANCE, Esq., Her Majesty's Consul at Canton, to the SECRETARY to the GOVERNMENT of INDIA, Financial Department, No. 54, dated Canton, 25th March, 1879.

CANTON.

There are no British subjects residing permanently in Canton who deal in the drug, and I am indebted to a Parsee subject of Her Majesty, Mr. H. N. Cooper of Hong-Kong and Canton, for the infor-

mation given in the accompanying memorandum. Though I am unable to say positively that the actual consumption of Indian opium in the neighbouring districts has increased during the past year, I am in a position to state that the imports of the drug which passed through the foreign branch of the Custom House at Canton exceeded by more than one hundred per cent. the imports during 1877.

I take this opportunity of inviting a reference to my despatch No. 127 of the 1st October, 1878, and beg to enclose at the same time a copy of that portion of my last trade report, which treats of opium, together with a table of imports.

The crop during the past year has been very poor in all parts of China, on account of the disastrous famine of the preceding year. The cultivation of the poppy is being strictly prohibited by the authorities in Yunan and Szechuen, as well as by the Government of the North-Western Provinces. The yield in the former was about half of that of the preceding year, whilst in the latter the crop was almost *nil*.

There is no cultivation of the poppy in the Kwang Tung province; but the drug is brought in from Hoan and Szechuen provinces as far as the Nan Hiung district in the north of Kwang Tung.

The imperial authorities are taking strong measures to encourage the growth of rice, and prevent the cultivation of the poppy. This necessarily reduces the outturn of the native opium crop, and stimulates the consumption of the Indian drug, which is steadily increasing. In spite of the heavy "squeezes" and likin taxes levied by the local authorities upon the opium when *en route* to the interior, the Bengal opium, although arriving in larger quantities than in previous years, finds a ready market.

The present policy of the Indian Government in supplying China with a heavy stock of the Bengal drug at cheaper prices greatly lowers the importance of the China opium, as the latter is generally used, not alone, but mixed with the Indian opium, so as to give it the flavour of the latter: thus when the Indian opium, which is better liked for smoking, can be had at cheaper rates, the consumption of the Chinese drug must be checked.

Persian opium has been consumed largely during the last two years, on account of the shortness of the crop of our Indian opium. Turkey opium is generally used for medicinal purposes, on account of its containing a greater percentage of morphia, often more than four times as much as in the Indian product.

Extract.

The quantity of opium imported in foreign vessels shows an increase of 120 per cent. in silver, or considerably over 100 per cent. in gold. The increase is entirely in Patna, which rose from 202 piculs in 1877 to 671 piculs in 1878. Malwa declined from 121 piculs in 1877 to 99 piculs in 1878. The increased importation took place in the last quarter of the year, and was owing to the several causes: 1st, the greater activity of the Foreign Customs Preventive Service; and 2nd, the introduction of a tax on all opium prepared in the prefecture of Kwang Chow. The right of preparing opium, native and foreign, was sold by the authorities to a contractor for $140,000 per annum, and all opium boilers were obliged to take out a boiling license from this con-

tractor and pay a small tax on all opium prepared. The consequence has been that the smaller boiling shops, which derived their supplies chiefly from petty smugglers, have been obliged to close their establishments, and the legitimate dealers have had a larger amount of trade thrown into their hands. The new system is very unpopular in Canton, and it is doubtful whether it can be carried out for long. On more than one occasion the troops have been called out to protect the houses and property of those who had offended the populace by lending their aid to the new scheme.

OPIUM.

Imported during the year 1878.

IMPORTED FROM	MALWA.		PATNA.		BENARES.		SORTS.		TOTAL.	
	Piculs.	Ctls.	Piculs.	Ctls.	Piculs.	Ctls.	Piculs.	Ctls.	Piculs.	Ctls.
Hong-Kong	98	95	671	55	...	...	...	...	770	50

From H. F. HANCE, Esq., Her Majesty's Consul at Canton, to the SECRETARY to the GOVERNMENT of INDIA, Financial Department, dated Canton, 19th April, 1879.

CANTON.

Referring to my despatches No. 127 of the 10th October, 1878, and No. 54 of the 25th March last, I have the honour to state, for the information of His Excellency the Viceroy, that an important proclamation upon the subject of opium was posted yesterday by the high provincial authorities.

According to this, in addition to the import duty and the *likin* tax hitherto collected upon opium, a "Coast Defence Tax" of taels 0·75 (say 4*s.*) will be henceforth levied on each ball of Patna opium and taels 0·9 (say 5*s.* 6d.) on each package of three catties (about 4lbs.) of Malwa opium imported into Kwang Tung province. The collection has been farmed out to a firm of merchants, but the proclamation does not state for how much. I received confidential information, however, last night to the effect that they had offered taels 450,000 a year for the privilege. This new tax is established on account of the recent abolition by Imperial Decree of the purchase of office.

I had a conversation with a Parsee opium merchant, Mr. Cooper, who has now returned to Calcutta a few days ago, upon the subject of the competition of the native drug in this province. He was of opinion that if the Indian Government would continue to reduce the price of opium, their receipts would increase in the inverse ratio of such reduction.

The monopoly mentioned in my despatch No. 127 of last year has now completely fallen through, owing to the determined opposition of the people.

I learn to-day from the Commissioner of Customs that 200 piculs of opium have come up to Canton during the past four days by the foreign steamers alone in anticipation of this new tax being levied.

From H. F. HANCE, Esq., Her Majesty's Consul at Canton, to the SECRETARY to the GOVERNMENT of INDIA, Financial Department, dated Canton, 20th June, 1879.

CANTON.

With reference to my letter No. 70 of the 19th April last, I have the honour to state, for the information of His Excellency the Viceroy, that the opium guild of Canton has offered to secure to the Provincial Government an annual sum of taels 33,000, to be subscribed by those opium shops that boil the drug without the interference of official collectors. After the guild has handed in to the authorities a list of the shops thus subscribing, no other shops will be allowed to engage in boiling operations until the expiration of one year, the period during which the present system is to be on trial.

This tax is in substitution of the tax which forms the subject of my letter No. 127 of the 1st October, 1878, and is, of course, in addition to that which forms the subject of my letter No. 70 of the 19th April.

Report on Chinese Opium, its production and distribution in the Western Provinces, by E. Colborne Baber, Esq., dated Chungching, 20th December, 1878.

I have the honour to enclose herewith a report on the production and distribution of opium in the Western Provinces of China, containing such information on the subject as I have been able to collect during my residence here and my journeys in various directions.

Opium is unquestionably the most important product of the provinces of Szechuen and Yunan, and the same may probably be said of Kansu and Kweichow. Chinese merchants consider the trade in this article to be not only the most lucrative, but the only trade by which much profit can be realised. Very large capital—large, that is, for Chinese—is involved in the traffic, and the fluctuations to which it is liable from the failure of the poppy crop in other provinces, and especially from the fitful action of Provincial Governments towards it, render it a most attractive subject for speculation.

Baron V. Richthofen calculates the yearly produce of opium in Szechuen at 100,000 piculs which he values at twenty million taels, and although the figures may seem excessive, they are deduced from very sober estimates of population and consumption. I am satisfied that they are far below the mark, since there is every reason, as will be shown below, to estimate the export alone at a good deal more than seventy thousand piculs.

This enormous production, and the consumption it furnishes, began to approach its present proportions some fifteen or twenty years ago only. Natives of about thirty years of age inform me that they scarcely heard of opium-smoking when they were boys. The poppy was, however, cultivated for its medicinal properties from a much earlier period. Old country folks have told me that as far back as they can remember, long before smoking became general, poppies were grown for the sake of the seed, which was sold to druggists; but that "between twenty-five and thirty years ago a great quantity of seed was introduced into the province, they know not whence, and they began to find it profitable to grow poppies for the juice." The statement respecting the introduction of seeds is curious and only explicable on the supposition that they were supplied fro Yunan;

but that the poppy growth spread widely about the time mentioned cannot be doubted. The import of Indian opium into China, after advancing rapidly from 5,000 chests in the year 1800 to 70,000 chests or more in 1855, became arrested at that point, and has made little or no progress during the last twenty-three years; so that the stoppage of development in the Indian import was synchronous with the rise of production in Szechuen, and was, it is reasonable to infer, caused by it.

An old man of seventy years, living near Cien-chou, interested me with the information that "although Szechuen opium is inferior to that which is grown in England, yet Englishmen had conferred a great benefit on the province by introducing even an inferior variety;" and whatever may be the value of his opinion respecting its origin, it is obvious, in view of the large export into other provinces, that the cultivation is very advantageous to both farmers and traders. A valuable crop, and one which is not subject to much fluctuation in price as far as the grower is concerned, has been substituted for produce of inferior value, without seriously displacing food products, and in many districts has occupied ground which would otherwise have given little or no return. The only crop of importance which the poppy growth disturbs is wheat; other winter produce, of which the chief is beans, it does not seriously affect. Rice of course is not concerned, being planted after the opium harvest. Much well-digested information on the growth will be found in Baron V. Richthofen's "Letter on Szechuen," to which I beg to refer. The only point in disaccord with my own experience is his statement that the poppy is rarely grown on level fields. In the country which has come under my notice it seemed to be grown indifferently in any good soil, and as often as not in the rice fields. I have heard natives assert that an opium crop is a good preparation for rice.

I gather as the result of much inquiry that the ratio of production and value of opium compared with other produce is as follows. Assuming a rich soil and a good crop, a field measuring a hundred Chinese feet on every side will yield ninety liang of opium, or three hundred and thirty catties of wheat, or again five hundred and thirty catties of rice, the values of which to the farmer are respectively taels 8·5, taels 4·2, and taels 8·2. All my information agrees fairly as regards the comparison of values. These measures done into English, with an acre for the unit and five shillings for a tael, give with a slight rounding of figures—

	Quantity per acre.	Value in shillings.
Opium	... 403 ozs.	153
Wheat	... 1,600 lbs.	75
Rice	... 2,500 lbs.	147

The above values represent the lowest prices which a farmer may expect to obtain, who sells off his produce immediately it is harvested. There is no conflict between opium and rice; the value of the latter is only offered for the sake of general comparison. The advantage of a poppy-crop is not quite so overwhelming as the figures appear to prove: opium can be grown with profit on rich soil alone, and requires

a large expenditure of manure; whereas wheat gives satisfactory returns on comparatively poor soil. The question is so far affected by these modifications that in many districts it would not pay to grow poppies if the receipts depended upon the opium alone. But the whole of the plant is valuable; no particle of it but fetches its price. The seeds are taken to the oil-pressers, who return rather more than a quarter of the weight of oil, retaining the cake for their own profit to be sold as manure. An acre yields about sixteen shillings worth of the oil,* which is used for burning in lamps and for cooking purposes. When fresh, it is said to be perfectly sweet and wholesome; but even when stale, it is extensively employed for adulterating other cooking oils. The ashes of the roots are used in conjunction with lime for coating and preserving eggs. The leaves again are excellent manure; the pads are disposed of to druggists, and the stalks are burned for potash. These additions to value are included in the figures given above.

Opium loses a little in weight, but gains greatly in mellowness the longer it is kept. The raw syrup (sheng-chiang) sells for about taels 8 per 100 Chinese ounces. Kept for a few days and dried to a jelly (hsiamien) in the sun, it is worth taels 9·3. After six months it rises to taels 12, and when a year old to as much as taels 14 or 15.

The superior profits yielded by this cultivation have inevitably influenced all agricultural relations. Proprietors have raised rents, and tenant-farmers would now find it difficult to make a living, unless they grow the poppy. I am told of cases in the Fuchou district where the rents have doubled. The Roman Catholic Missionaries have successfully prohibited the consumption of opium by their flock, but they freely admit that they have struggled in vain against its cultivation. The prohibition, for some time enforced, was first relaxed in favour of tenant-farmers, on the broad principle that proprietors are rich and farmers poor; but the limitation could not be maintained. Christian landlords are not all rich; and even those who are, have as much right to grow richer as Christian tenants.

Until three years ago the Provincial authorities showed no intention of interfering with the free cultivation of the poppy, and up to the present time no repressive measures have been enforced. The likin bears but lightly on merely local distribution, and, besides being largely tempered by smuggling, practically falls only on drug exported to other provinces; consumers as a rule smoke the almost untaxed produce of their own neighbourhood. Thus during the period of one generation opium has been cultivated throughout Szechuen with complete freedom, and that generation has grown up accustomed to its use without any incitement or impediment from fluctuations of cost. The price† is the same now as it was ten years ago. Nor has the produce of other provinces, imported as it is in a comparatively insignificant quantity, interfered to affect the situation. The balance of production

* In north-eastern France the poppy is largely cultivated for the sake of the oil alone, which is used for cooking under the name of "huile d'oliette" or "œillette."

† The prices mentioned to the Shanghai Delegates were for Yangtse opium. Those recorded by Baron V. Richthofen apply to the whole province generally and are the same as present quotations.

and demand has hardly oscillated. Supply has just kept pace with local wants, export has satisfied external requirements, and a perfectly natural and unforced condition has ruled throughout.

All this can be said of no other province, except perhaps Yunan. But Yunan belongs to the future, being rather a field for immigration than a populated province, and need not be considered. This naturalness gives great importance to the evidence of travellers that opium-smoking, though more prevalent in Szechuen than elsewhere, is at the same time less deleterious in its effects upon the general well-being.

With respect to the prevalence of the habit, missionary travellers, both Roman Catholic and Protestant, agree in estimating that about six-tenths of the adults are smokers including the temperate with those who smoke to excess. Baron V. Richthofen does not record his conclusion on this point in precise terms, but his opinion is sufficiently obvious, for he assumes as a minimum that half the adult males are smokers, and afterwards remarks that "the proportion of smokers is probably considerably above what I have taken for a basis." He also quotes a traveller who estimated that more than one-half of the country people and probably seven-tenths of the dwellers in towns are habitual smokers. The Shanghai Delegates were told, ten years ago, that "in Szechuen the use of the drug is becoming universal even among the peasantry. The popular belief is that already eight men out of every ten and one-half of the women smoke." The mean of the estimates of all these witnesses is therefore that more than half the grown-up people of Szechuen are opium-smokers. In a late official report which summarises the consensus of competent opinion on native "opium-smokers in the producing districts," referring to the whole of China generally, "are estimated at five-tenths of the male population, and the proportion throughout China is computed at three-tenths, intending doubtless adults only. It is therefore safe to assert that opium-smoking is far more prevalent in Szechuen than anywhere else.

In support of my conviction that the effects of the habit are less deleterious in this province, I can only cite one authority; but it is the best. Baron V. Richthofen writes: "In no other province with the exception of Hunan did I find the effects of the use of opium so little perceptible as in Szechuen among the lower classes." The exception of Hunan rather strengthens the argument, since that province is mostly supplied from Szechuen.

As far as my own experience goes, I may safely say that half the men, at least, are smokers. Of twelve coolies who were with me on a late journey, five smoked, but only two had the craving. A junk's crew, eleven in number, smoked to a man, but only two again were unable to dispense with the narcotic. Of the officials I have met, though many of them of course were not natives, a full half were addicted to the habit The official underlings, police, and the like, of whom I have seen a good deal, smoke opium almost universally. An opium-pipe or opium-gun, as it is called, is generally the most conspicuous article of their equipment. The case of Ning-po, where there is said to be one smoking shop for every hundred and fifty inhabitants, is often quoted as a notable example of excess, but in Chung-ching the

population of which according to a *census taken last year is 1,20,676, there are 1,230 smoking shops, or about one to every hundred.

That excessive opium-smoking is an evil is undeniable, but to call it a "disaster to the country" and to say that it is "sapping the life of the nation" is an exaggeration which begs a great many questions. I am speaking of course more especially of Szechuen. Where opportunities are equal, opium seems to be more seductive than alcohol, but not so generally hurtful. "I smoke three pipes in the morning, and three in the evening, and find it do me good," said a robust old mountaineer to me. Certainly few are so temperate as this; but I have never seen a single case of opium intoxication, although I have lived several months in the same inns, often in the same rooms, with opium-smokers and have travelled many hundred miles in their company.

Odd illustrations of the habit are frequently met with. The idols in certain temples are accompanied by images of their attendants, and when these are figured in official dress, as is usual, they are frequently depicted with the pallor and emaciation of typical smokers. A subordinate deity called "chi-chiao," fowlfoot, who attends the behest of the Chinese Pluto, is represented with his tongue hanging out. Devout persons smear this with opium, which is often surreptitiously scraped off by the beggar or the sceptic, and appropriated to private use. Paper models of the opium pipe and its appurtenances are burned at the funerals of smokers to provide them with their favorite indulgence in the next world. But not only is the craving imagined to continue after death; it may be acquired, if the Chinese are to be believed, before birth. I have been told of an opium-smoking couple who could only keep their new-born baby alive by breathing opium fumes into its lungs. Such an instance of heredity is barely credible. The fondness of the parents was probably mistaken; but I am assured that they did actually resort to this remarkable expedient, and that the child showed all the symptoms of a fully developed craving. Well-to-do people are not displeased that their sons should take early to the habit, because they know that it will render them proof against the expensive seductions of the *demi-monde*,—a view which seems to conflict with the strong desire of the Chinese for posterity; but I am told that an opium-smoker, married young, may reasonably expect to increase though not greatly to multiply. Three cases of suicide by opium have occurred in my neighbourhood, and the French Mission-

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* I may mention incidentally that the census gave the following returns:—

Total population	120,676
Males	75,226
Females	45,450
Number of families	28,117

I could not obtain the exact returns for Chengtu, the capital, but the round numbers are these:—

Total population	330,000
Males	190,000
Females	140,000
Number of families	70,000

The disproportion of females is startling. Taking into account the returns for both cities, we must attribute the death of three girls out of every ten to infanticide, and the diseases admittedly caused, or intensified, by the practice of compressing the feet.

aries inform me that a maximum of suicides is to be looked for at the time of the poppy harvest, when the fatal drug is readiest to hand.

The less harmful effect of Szechuen opium, as compared with other kinds, is generally attributed to its *inferior strength;* but the explanation seems hardly satisfactory. It is probably founded on the idea that the drug is smoked for the delight of inhalation, and to produce an elated and ecstatic condition of mind, so that the weaker opium causes a less enervating excitement. But this is altogether erroneous. Smokers of opium, like tobacco-smokers, generally take to the habit, not without nausea, because it is fashionable, or from the mere force of example, or not seldom as a cure for certain maladies. The ecstatic visions are a fiction. Undue indulgence brings on the "craving," a kind of nervous fever which recurs at intervals and can only be relieved or forestalled by a repetition of the dose. No matter what kind of opium is smoked, a certain quantity of the narcotic principle is requisite to allay this depression; and if the opium is of weak quality, so much the more of it must be consumed, or it must be taken at more frequent intervals. It is, therefore, by no means a matter of course that the weakest opium is the least baneful. Still it may be that concentrated doses are more injurious than weaker solutions taken more frequently, although in the long run the same quantity of the principle is absorbed in both cases. But it seems more probable that the narcotic and stimulating base of the different sorts varies in kind as well as in proportion.

In this one province, then, where opium cultivation hitherto suffered to take its own course has become almost universal, and the number of smokers has increased far beyond the proportion met with in other provinces, we find, in flat contradiction to what we should have expected, that indulgence in the drug has inflicted less injury than elsewhere. Instead of the sparse and debilitated race we looked for, we discover, in the words of V. Richthofen, "a large industrious and wealthy population, which may justly be called the flower of China." It may perhaps be surmised that the natives of Szechuen come of a hardier stock than other Chinese; but the supposition is easily disposed of, for the whole province has been peopled under the present dynasty by immigrants from other districts; indeed, I have never yet found a Chinaman admit himself to be a native of Szechuen. The conclusion seems warranted that the best policy the Provincial Government can pursue with regard to the native production is to let it alone. It cannot greatly increase; it is unlikely that official efforts can repress it. No doubt it causes harm, but far less harm than would, *à priori*, have been expected. To abolish it would be to encourage the consumption of a more dangerous kind. From a purely economical standpoint, it is an unmixed good, "having given origin to a valuable article of export and to a source of revenue derived from ground which would be otherwise of little use." It will at any rate require a reformer of no common temerity and determination to disregard the physical and economical harm he may bring about by creating a demand for extraneous opium, at once more costly and more injurious, and to sweep away produce worth to the farmers twenty million taels, an export trade of ten millions, and a tax which, though only part of it ever reaches Imperial or Provincial treasuries, cannot be estimated at much less than a million and a half.

The early method of putting down the use of opium by strangling and

decapitating consumers, as a punishment for a vice, seems never to have had vogue in Western China. It failed elsewhere by reason of the smoker's craving being stronger than his dread of death. The energy of well-meaning officials is now directed more especially against the cultivation, as being injurious to the agricultural economy of the country; but their action has hitherto completely failed of effect for two reasons—first, because the cultivation is not injurious in an economical sense, but on the contrary beneficial; and secondly, because it is highly advantageous to the Provincial revenue. A third reason sometimes appears, which does the officials credit, namely, the fear lest an organised scheme for the abolition of so extensive a culture should open an unlimited field for extortion and corruption to minor officials and police.

The weakness of the economical argument is very prominent in a late memorial by the Governor General of Kansu, in which he reports: "The poppy will only grow luxuriantly on rich and fertile land, and the result is that ignorant people who know no better hanker after the large profits yielded by the poppy, and plant it on the rich land which should be devoted to cereals, discarding the beneficial crop for a noxious weed; thus there is serious reason to apprehend a failure in the supply of food." It is enough to observe in answer to this that the human race is composed of "ignorant people who hanker after large profits," and that experience has taught them that these same profits are the best means of obtaining good supplies of food. The memorialist adds that he "has endeavoured to overcome the practice by arguing the question on utilitarian grounds, and pointing out to the people how they could reap almost equal profits by the cultivation of cotton or grain." But "almost" is a longer word than it looks, when it means a loss of twenty or thirty per cent.

To return, however, to Szechuen, the Provincial Government has this year shown signs of a half-hearted intention to put down the cultivation, but so far without any effectual result. I heard towards the close of last year that a prohibitive notification had been placarded in Ch'êngtu, but I have not succeeded in finding any one who saw the document. It is alluded to, however, in a rhyming proclamation, which I found posted in the mountainous country west of Omi, where the cultivation, by the way, is physically impossible. The admonition ran thus—

"This year the cultivation of poppies is prohibited,
But the proclamation was not issued in time.
Many people have already planted the crop,
And it is now too late to pluck it up.
Such persons will not be proceeded against,
But the poclamation will be re-issued.
If official underlings or others
Take advantage of this to make exactions,
Let them be at once reported to the authorities,
Who will enforce restitution and punish the extortioners."

The countryman naturally asks what object the Government could have in posting proclamations when it was too late; and since to the ordinary Chinese mind official action is synonymous with extortion, these placards were looked upon by the people as an indirect encouragement to cultivators, and a warning to officials against interference.

Perhaps it is fair to suppose that some one had blundered, and that the Government was genuinely anxious to save the farmers from extortion. A likin notice, however, issued about the same time, contained no hint of impending prohibition, although it enumerated Szechuen opium among other kinds, and discussed the time, place, and amount of the levies which it was to pay.

In September last a fresh proclamation was published in the provincial capital, but I have failed to obtain a copy, my correspondent writing that the placards were defaced soon after issue, and are now illegible; a rhyming admonition which was published in November has, however, come to hand. It runs as follows:—

"Population is dense in Szechuen, and corn and rice are not too abundant;
If a scarcity occurred disaster would ensue;
Beans and wheat should therefore be grown to the fullest extent.
The cultivation of poppies is now forbidden,
As the proclamation sets forth in distinct terms,
So that everyone may read it
And implicitly obey its injunctions.
In case the prohibition is disregarded,
The plants will be torn up and the planters punished."

The prohibition has been notified by criers to the sound of gongs throughout the province, but does not appear to have excited much popular emotion, or even attention, except in the Fu-chou district. These meetings have been held and delegates have represented to the local authorities that they annually produce more than three million taels worth of opium, and that if cultivation be stopped, the land-tax must be remitted. Unless that is done, they declare that they will unite in resisting any attempt to uproot the poppies on a single farm. In that district the immediate result of the prohibition has been to increase the extent of poppy plantation, the natives having resolved, after general consultation, that every farmer shall grow opium this winter, so as to unite the whole agricultural interest in resistance to repressive measures. "Any farmer," they have agreed, "who obeys the proclamation shall be treated like a Christian and well beaten."

Planting has gone on much as usual in other districts. It is not probable that the true intention of the Government will declare itself until the crop is well above ground, *i.e.*, in the end of January.

But I venture to surmise that the *denoûement* has already been reached and in the following shape:—

"Public Proclamation by Ting, Guardian of the Heir-apparent, Officer of the first grade, Governor-General and Lieutenant-Governor of Szechuen.

The likin on opium in Szechuen, hitherto levied at the rate of taels 3 per hundred catties, is by many degrees lighter than in other provinces, and has been especially favourable to merchants. The cultivation of the poppy in this province is now forbidden, but the prohibition has not been extended to trade, in consequence of the important aid which the likin excise affords to the revenue. The abolition of cultivation will cause a great increase in demand, and the merchants, as is only reasonable, should be so much the more desirous to show their sense of the favour. Now, it is obviously unfair that opium should only pay taels 3 per hundred catties when the excise on

merchandise in general is two or three per cent. of the prime cost. This anomalous inequality will, therefore, be adjusted in future by an increased levy on opium which will henceforward pay an excise of three per cent. on its value, being taels 4·8 per hundred catties. Merchants will take notice that cultivation alone is forbidden; there is no prohibition of trade in opium. Excise is collected in aid of revenue, and it is on this account that they are specially indulged. Let them appreciate this intention, and conform to the new regulations by paying the full dues and enabling the excise officers to perform their work of collecting, certifying, and passing immediately on the arrival of the goods at the stations. Let there be no fraudulent collusion with clerks and examiners, or a five-fold penalty will be imposed. In case of any attempt on the part of clerks or examiners to exact anything further on goods which have received acquittances for the proper dues, or to oppose or obstruct the release of such goods, or to make illegal demands of any kind, the Deputy in charge, or the local authorities, should be appealed to, and severe and examplary punishment will forthwith be administered. Let merchants and collectors alike give due heed to this special* notification."

It is not at first sight easy to see how trade is to continue in an article which has been abolished, for there is nothing in the wording of the above enactment to show that Indian or other extraneous opium is alluded to as the staple of future trade. But in any case, how are merchants to be benefited by a reduction of some eighty per cent. in the quantity of produce brought to market? for that is what the stoppage of the Szechuen supply would amount to. And under the same circumstances what point is there in adducing the aid accruing to the revenue from likin? Moreover, the Governor-General's motives are too obscure and involved to persuade one that his project is perspicuous and simple. It is impossible to discover whether he is most exercised by his regard for the merchants, his care of the revenue, or his anxiety not to bear unfairly on other goods. And why amid this general flow of sympathy is there no pang of commiseration for the unlucky cultivator?

I think there is one explanation which will meet all these difficulties. It is not seriously intended to put down the cultivation. It is seriously intended to raise the likin.

Yunan is popularly supposed to produce both the best quality and the greatest quantity of all native varieties of opium, but neither of these opinions can be accepted. Kansu opium is greatly superior to that of Yunan. The census of 1812 gives the area of cultivation in Szechuen as five times that in Yunan; and although the absolute results of that census may be discredited, it is reasonable to accept its relative values. Since that time it is certain that the disproportion has increased. On the other hand, the cultivated parts of Yunan, mostly bottom lands, are more fertile† than the shallow soil of Szechuen, and more specially suited to the requirements of the poppy; and it must be remembered that the Yunan population, sparse though it be, devotes its industry particularly to the production of the drug. But although the bottom lands are thickly planted with poppies, as soon as the road begins to

* Posted in Chungching in November 1878.

† The valley of Lu-feng Hsien, in Yunan, is said to yield enough grain in one year to feed the population and cattle during three. The population is far from close, it is true, but neither is the cultivation dense.

ascend a hill, the traveller generally finds cultivation cease, and he may journey for hours over wild downs or forest-clad mountains before reaching the next cultivated depression.

Mi-tu Hsien is regarded as the head-quarters of that kind of the Yunan drug which is known in the trade as "Shan-hou huo," literally "ultramontane goods." It is interesting to find this city mentioned by Colonel Burney, who speaks of "opium brought to Mandalay in 1831 from Me-doo, two days' journey from Tali Fu." What range of mountains is intended by the technical name does not appear, but the term should not be understood as indicating an exceptionally high elevation. Both this and other of the better varieties of the Yunan production are cultivated most thickly at a height of six thousand feet or more above the sea-level. The ultramontane category includes the produce of all the country between the capital and the confines of Burma, the depôts being Mi-tu Hsien, Yunan Hsien, Chao-chou, Yung-chang, and Yung-pei Ting. The produce of these districts is accounted the finest. No climatic cause is assigned for its superiority; the natives assert that they were the first to cultivate the plant, and that they are more skilled than other Chinese in the preparation of its juice.

The deep and narrow valley of the Upper Yangtse, which is locally called the Gold River (chin ho), yields an inferior kind called Gold River goods. Hui-li chou, a commercial city which I may remark is in Szechuen and not, as is generally assumed, oddly enough, by Chinese and foreigners alike, in Yunan, is the market of export for both the above varieties. From various sources of information in that city I gathered that the quantity which annually passes through the hands of the merchants there is more than six thousand piculs, and that to this must be added another thousand exported by small traders (Shui k'ê). The total of (say) seven thousand piculs must not be taken as the whole export of Western Yunan; a part, but a small part only, makes its way to the capital, and an unknown quantity supplies the Burmese demand.

The Hui-li export is nearly all carried up Marco Polo's route of "Caindu" to Yachou, from which city four-fifths of the whole descend the Min River to Sui-fu (Sü-chou Fu). This strangely circuitous route is chosen so as to avoid re-entering Yunan, and thereby having to pay all the Yunan imposts over again. Very little of the drug is sold in "Caindu" (Chein-ch'ang). The Chinese of that sequestered valley grow their own opium. The Lolos and Sifan smoke very little, and the Tibetans none at all, their intemperance taking the form of an addiction to snuff.

This gives some 5,600 piculs as the trade of Sui-fu, and of this quantity I am informed that 4,000 piculs more or less are smoked in Szechuen or the north-western provinces. The remainder goes down the Yangtse valley to the east.

The Hui-li export is mainly in the hands of three Szechuen firms who conduct it under advances made by their agents, either to the producers directly or to certain village unions which gain a small profit by facilitating the collection and sale of the local produce. These advances are frequently paid in native cotton cloth brought mostly from Eastern China *vid* Chung-ching. Hui-li alone sells yearly about 40,000 bales of 48 pieces each, valued at 800,000 taels, an amount which goes a great way towards paying for the opium. At the time

of my visit to Hui-li in September 1877, advices from Ta-li reported this cloth at 6 mace per piece of 24 Chinese feet, and the same length of grey shirtings at double that price. Purchased under these circumstances new opium costs on the average about taels 9, including the carriage to Hui-li, although in some of the remoter districts it may be bought on the farms for less than taels 6. The Yunan duty of taels 0·8 and likin of taels 0·3 must be added to the outlay, and when the goods enter the city, "general Szechuen certificates" must be taken out for likin and other dues by the payment of taels 0·6 raising the total expenditure on the hundred ounces to taels 10·7. On the day of my arrival the market price was taels 12, but rose to taels 15·2 in consequence of news from Cheng-tu that the likin was to be increased. The freight to Ya-chou is taels 4 for a load of 160 catties, and taels 3 are levied on the same quantity at Lu-ku in aid of maintenance of border garrisons. After payment of 1,000 cash for examiners' fees in Ya-chou, the load is transferred from mule-back to raft and floated down to Kia-ting, where the examiners are satisfied with 300 cash. The passage to Sui-fu costs 400 cash, and the Hui-li customs receipt clears the goods into the city free of further impost. These various demands add taels 0·32 to the expenses of every hundred ounces, so that on reaching Sui-fu the total outlay just exceeds taels 11. Sui-fu prices rise, not rarely, to taels 17 or 18, and the capitalist can always make a fair, often an enormous profit. On the other hand, the small trader will have had to pay a good deal more for his opium in the first instance, and it is an unlucky moment for him when, as sometimes happens, the Sui-fu market falls to taels 13.

The second quality of Yunan drug is grown in the lake district near the capital, and is thence named "capital goods" (Sheng huo). It is exported northwards chiefly by three native merchants and a Shensi firm, to the extent of about three thousand piculs, to which an addition must be made for smuggled consignments. A third kind, of still lower quality, called "Tung-chao goods" takes its name from the cities of Tung-ch'uan and Chao-t'ung, the centres of its production. The Grosvenor Mission observed a very extensive cultivation in the valleys south of the former city. Little of these two varieties is smoked in Szechuen; they are conveyed to Fu-chou on the Yangtse either *viâ* Chung-ching or through the province of Kwei-chow, and form the great bulk of what is known in Eastern China as "Nan t'u" or Yunan drug. In order to avoid the likin, the goods are carried overland by a route which crosses the mountains of the Yangtse gorges to Shik-nan Fu, and thence to Sha-shik Hsiang t'an, Chiang-te and Hung-chiang. It is said that Sha-shik takes about two-thirds of the whole export.

The cost of these several kinds, and of the native Szechuen growth, to consumers in Chung-ching is—

	Taels.
Shan-hou huo	18
Sheng-huo	16·8
Tung-chao-huo	15·8
Chin ho-huo	14
Szechuen	12 to 13

According to the above estimate, Hui-li exports some 7,000 piculs, of which Ya-chou and its sub-marts distribute 1,400, and the Sui-fu

trade 4,000. The remaining 1,600 piculs are disposed of in Eastern China, and to them we have now to add 3,000 or more piculs for the Yunan Fu produce, and a further unknown quantity for the Tung-chao item. These results, though not sufficiently authenticated to possess an absolute value, are available as test of estimates drawn from other and independent sources. Any information obtained by application for official returns would have been purposely rendered misleading; but I ascertained indirectly from the likin establishment at Fu-chow that the quantity of Yunan opium of all kinds which pays likin at that station is above 4,000 piculs, and that besides this 3,000 piculs are accounted to be smuggled. This total of 7,000 piculs agrees very satisfactorily with my previous estimate of 4,600 piculs, to be increased by an allowance for the Tung-chao trade and the contraband export from the capital.

The total output of Yunan which enters or crosses Szechuen may therefore be accepted with some confidence as being about 12,500 piculs. Chungching is not much concerned with the distribution of this commodity; as already observed, Sui-fu is the great entrepôt for the Hui-li traffic; nevertheless Chung-ching merchants invest largely in that branch of the trade as well as in the general supply of the eastern provinces. The Sui-fu business is more attractive by reason of its vicissitudes. Towards the close of last year the threatened stoppage of cultivation in Szechuen led the Hui-li dealers to buy up the remainder of that year's crop at the heavy price of taels 17·5; but as the authorities showed no signs of enforcing the prohibition, the price fell in January of this year to taels 13 before any but a small quantity could be disposed of. The promise of the new Yunan crop was so good that many dealers had no alternative but to sell at a loss. The fresh drug cost on an average about taels 12 laid down at Sui-fu, after paying all expenses, towards the end of May, and the price to retailers at that time was between taels 14 and 15; but a sudden demand from Kansu, Shensi and Shansi, and from the famine districts generally, sent prices up to taels 19 by the middle of July. The highest quotation reached in San-yuan Hsien, the opium mart of Shensi and generally of the north-west, was taels 34 to 36 in May, but a brisk supply gradually brought the market down to taels 27. By the beginning of August the demand became sated, and 280,000 taels worth of opium lay in San-yuan unable to attract buyers at taels 24.

Large transactions were also conducted in Hunan and Hupei at taels 24, and altogether the season has been exceedingly favourable both to producers and dealers. One Chung-ching trader, reputed to be the wealthiest man in the city, admits that by repeated operations he made during the season taels 100,000, although the capital employed was only taels 30,000. No other trade affords such opportunities to the capitalist. The goods are not liable to damage; they can generally be sold off almost on arrival, and payment is made in ready money on delivery. Moreover, periods of exceptional demand like that which obtains at present are not infrequent. There is no need to veil the fact, however repulsively grotesque it may be, that the flourishing condition of the year's trade has been due to the northern famine. Natives tell me, with that unpleasant Chinese laugh which is not necessarily heartless, that a famished smoker asks for opium first and rice afterwards, and that while there are no substitutes for

rice there is none for opium. It is taken for certain that next year's traffic will be still more advantageous, since it is probable that the people at the starved districts will plant food-crops alone, and, as they recover from the effects of the famine, will be disposed to buy opium freely; in other words, there will be no more opium in the country than at present, while there will be much more money ready for the purchase of the Szechuen and Yunan produce.

To complete the estimate of production in Yunan, the export into the Canton province must be accounted for. The southern route through Kuangsi not being yet fairly re-opened, a small quantity of opium, said to be four or five hundred piculs at the outside, finds its way into Hunan across the whole breadth of Kwei-chow; but as far as I can ascertain only a very insignificant quantity ever reaches the Canton province. It is evident, indeed, that it could not complete with the produce of Kuangsi. Nor is it likely that any but a small amount enters the Laos territory, as the Shan people, who are known to grow opium extensively, would more easily supply southern demands. Thus, with the exception of Burma, there are no other avenues of export to be accounted for. How much is consumed in the province cannot, of course, be ascertained with precision; but if the population be taken at three millions, 7,000 piculs would be a fair estimate. But in any case this and other elements of uncertainty may be included in a margin, and we are fairly warranted in computing the whole annual opium production of Yunan at between 20,000 and 25,000 piculs.

This margin will be ample enough to cover the Burmese export, which is clearly too important to be altogether neglected. There is even a Chinese likin* office in Bhamo for the collection of dues on jade and opium. Many allusions to the trade occur in Dr. Anderson's Report, but they mostly refer to Shan opium, which for all practical purposes is not Yunan opium, but the produce of a debateable border. The Doctor records, however, that during his visit in 1868 opium was sold in T'êng-yüeh at taels 7·6 to taels 9 per 100 Chinese ounces, and that the drug finds its way from Tali and Young-chang to Mandalay, where it sells at taels 13·3. The servants of the Grosvenor Mission bought three year old opium in T'êng-yüeh at taels 10 and sold off in Bhamo at something under taels 14. Allowing for the difference in value between old and new† opium, the figures indicate that no great change has taken place. The export is not likely to be more than two or three hundred piculs, which the margin will easily cover.

It is therefore evident that the demand for Indian opium cannot have been much affected by the Yunan produce. The eastward export of that province would be little more than sufficient to supply the island of Formosa,‡ supposing the whole area were occupied by Chinese.

* I am not, however, fully satisfied of the truth of this statement.

† I regret to have discovered that the privileges accorded to Mr. Grosvenor's Mission emboldened the servants to smuggle a quantity of new opium, purchased in Yung-ch'ang at taels 6 per 100 Chinese ounces, not only across the Burmo-Chinese and Anglo-Burmese frontiers, but into Shanghai, where it sold at taels 25.

‡ The assumption is warranted thus. Formossa takes annually with remarkable regularity 4,200 piculs of Indian opium, a third of the island is inhabited by abstaining savages; opium is smuggled in addition to the duty-paying article; and Indian opium "goes further" than the Yunan drug.

The real rival of Behar and Malwa is Szechuen. The returns of the Fu-chou likin office give 70,000 piculs, 30,000 of which are estimated to be smuggled as the down-river export to the coast provinces. How much is carried northwards to the brisk market of San-yuan, I have not been able to discover; but if this item, undoubtedly very large, be set off against the quantity of extraneous drug smoked in Szechuen, which it would certainly far more than counterveil, we must add, with Baron V. Richthofen, some 60,000 piculs more for home use.

Such figures may seem at first sight prodigious, but a little consideration shows them to be inadequate. Let us take the total population of China at three hundred millions, and suppose that only five per cent. are opium smokers. The former assumption is perhaps too great, but the latter is assuredly far below the mark. Further, let us suppose that each smoker consumes forty Chinese ounces of crude opium in a year, which, allowing for touch, is about two ounces of smoking extract a month,—again an extremely low estimate, since for a Szechuen smoker three ounces a month is a small average. This basis gives as the minimum quantity required by the Chinese no less a total than 375,000 piculs. In all estimates of production these figures at least must be faced. They are the irreducible minimum of possibility. The minimum of probability can scarcely be below half a million. India furnishes about 100,000 piculs, and even if we allow the same quantity for the united production of all the provinces, except Szechuen, Yunan, and Kwei-chow, which would certainly be excessive, we have still to account for 175,000. To meet this we have 130,000 piculs for Szechuen, 25,000 for Yunan, and for Kwei-chow, of which the Fu-chou export is 9,000, and home consumption and other export probably about the same, 18,000; a total of 173,000. It is therefore clear that my results err on the side of insufficiency, and must be received as a mininum.

There is no *duty* on opium in Szechuen, and no kind of license for traders or cultivators, nor any tax upon cultivation. The Shanghai Delegates, indeed, state that the growers pay from three to seven mace likin per 100 ounces, and likewise a tax to the Hongs which are licensed to deal in opium. But no such system obtains at present, nor are there any opium hongs. Hongs are firms which have paid for the privilege of dealing in certain goods, unlicensed traffic in such goods being contraband; although the privilege can hardly be called a monopoly, since there is no limit to the number of licenses which may be issued. But opium firms require no permit, and are always called "Tzuhao." Growers again are perfectly free to choose their own crops, and the same land-tax has to be paid whether they grow opium, beans, or nothing at all. The imperial land-tax is lighter than in other provinces, but is enhanced six or seven-fold by various provincial and departmental accretions under the heads of "official travelling expense," "dues in aid of salaries," "countributions to expenditure," and four or five more items, of which none but an expert can understand the signification or purport. For these imposts the registered landowner is responsible; the Government does not concern itself with any convention between landlord and tenant. Rent is in theory paid in rice for irrigated land and in money for dry soil, but exceptions are numerous, and the tenant may arrange his land as he pleases, on the understanding that he does not obstruct his neighbour's irrigation and restores the rice fields to their original state before giving

up occupancy. The tax-payer having therefore in most cases no voice in the selection of crops, and no description of soil, or particular locality being exclusively devoted to opium, it is difficult to see how a tax on poppies could be adjusted or collected, except perhaps in the Fu-chou district whose opium culture is more concentrated. The remark of the Delegates referred probably to that neighbourhood. In 1871, however, two years after their visit, all imposts, whether on production or distribution, were abolished in consequence of a declaration by Governor General Wu that "likin on opium should not be collected from agriculturists." No one has ever succeeded in understanding this phrase, and although the present Governor General asserts in a late proclamation that it has been misinterpreted, he does not attempt to explain it. Whether "agriculturists" meant agricultural smokers, agricultural traders, or agricultural producers, remains a mystery. The likin was re-imposed in 1876 at taels 3 per 100 catties; it has now been raised to taels 4·8, and at the moment of writing I hear that it is still further to be increased to taels 6. When the impost was at taels 3, traders in Yunan opium for Szechuen calculated their outlay and profits by allowing for likin and carriage twenty taels on every thousand Chinese ounces, or taels 32 per picul. The carriage would be a very small part of this total. Again, Western Chinese opium generally, when conveyed to the coast, pays about taels 40 per picul for inland dues. Thirty taels may therefore fairly be considered as about the average return of likin and other dues to various provincial collectorates made by every picul of exported native opium which is not smuggled. The 40,000 piculs of Szechuen likin-paying opium would at this rate yield taels 1,200,000. The export into Shensi, said to be less than a quarter of the Fu-chou trade, would increase this to about a million and a half, but the expenses of collection must be subtracted, and various considerations make it improbable that the net likin revenue on Szechuen opium exceeds a million taels. This may seem an insignificant amount when compared with Indian receipts from a smaller production, but it is of great importance to so needy an administration as the Chinese. The Indian receipts, moreover, are rather the profits of a trade than the proceeds of a tax.

Such a transaction as a consignment of Indian opium to Chung-ching in the ordinary way of business has never been heard of. All that reaches, or that has ever reached it, is smuggled in detail, mostly in the shape of prepared extract, but also in the raw state called here "Canton drug." Of the latter, the annual quantity is said not to exceed 70 or 80 piculs. It is worth from 35 to 44 taels per 100 Chinese ounces according to its dryness. Carefully boiled down and strained, it yields about half its weight of extract, which is mixed with Yunan extract and retailed under the name of "Kung-yen." An establishment kept by a Cantonese sells the best "Kung-yen," the proportion being two Indian to one Yunan, at prices varying with the cost of Yunan drug from taels 0·6 to tael 1 per Chinese ounce. All other purveyors have acquired the evil reputation of applying too large a proportion of the Yunan ingredient.

Though it is not easy to draw out a scale of values of the different kinds of western opium which shall give a fair comparison, a good approximation may be reached by taking the market prices at San-Yuan Hsien, an emporium which deals in many varieties and is at the same

time central in position. The following list, which may be fully relied upon, exhibits this year's prices during two periods.

Market prices at San-Yuan (in taels per 100 Chinese ounces).

	Feby.-Apl.	Aug.-Oct.
Opium of		
Kansu	38	31
Shansi	38	31
Shensi	32	25
Yunan	28	24
Kwei-Chow	26	22
Szechuen	22	18

The high price in the first case was owing to the northern scarcity. Baron V. Richthofen gives as the prices of 1871 near the same place.

	Taels.
Kansu	40
Shensi	28
Szechuen	20

He states that Shansi opium is not sold in the capital of Shensi; the same is nearly true at present. The great fall in the price of Kansu opium during the seven years' interval is remarkable, and there is no doubt that it is the consequence of increased production; but the figures do not show the whole truth, the fact being that both Kansu and Shensi opium have been steadily rising for the last three years after a period of low depression. Szechuen again, has for many years grown as much of the drug as could profitably be planted, and a gradual rise in price is now expected. Any large increase in the produce of Yunan is improbable. Its valleys already yield a far greater proportion of this crop as compared with cereals than is the case in other provinces, and the spread of population will merely tend to adjust the balance, though, perhaps, an advance in the export may occur during the period of improvement. Much the same may be said of Kwei-chow. Other and more direct causes promise also to raise prices; efforts of repression, however spasmodic and ineffectual, work immediately towards that result. The gradual freer opening of the country to foreign trade and influence tends to enrich the Imperial treasury more or less at the expense of provincial revenues; and the resource upon which these can most safely and simply fall back is native opium, an article which is not at present heavily taxed in comparison with other staples, and which in proportion to its fiscal capacities may be regarded as even lightly burdened. Indian opium has probably more to hope than to fear from the contest of prices. Its position is moreover rendered almost unassailable by its hitherto unrivalled mellowness, a quality which the best Yunan variety can only acquire by several years' keeping. Much as the numerous kinds of spirituous liquors are only differently flavoured solutions of alcohol, so the smoking extract varies in flavour in different sorts of opium. The advantage of "touch," or percentage of extract, possessed by the Indian drug, can easily be overcome by smoking a larger quantity of the native article; but to the smoker habituated to the consumption of the foreign import, the thought of being deprived of its nature and delicate excellence is only one degree less repellant than to give up smoking altogether. Hitherto no kind of native opium, combining strength with

superior mellowness, has appeared in the market. But within the last few years Kansu has produced a new competitor which is universally pronounced by competent smokers to be in both respects superior even to Malwa opium. None of it reaches Chung-ching through the ordinary channels of trade; small quantities only are from time to time smuggled by officials and others from Lan-chou and sold privately in this city at taels 38 or more, which is about the price of smuggled Indian drug. It is well known that the production of this kind, which grows near Ning-hsia, is increasing; indeed, the Governor-General's memorial on the subject sets the fact beyond doubt. If the remnant of population which has survived the Mohammedan rising and its suppression can now secure comparative peace, such a valuable cultivation must evidently extend, and may very likely be introduced into the region beyond the desert. We are accustomed to look upon Kansu as the most inaccessible of provinces; but communication is always open between Lanchou and Hankow by the easiest high road in China along a comparatively level line of country which is indicated as the railway route of the future. When Kansu falls into Russian hands, a by no means inconceivable contingency, a very interesting chapter of the opium question may be expected.

From E. L. OSENHAM, Esq., Her Britannic Majesty's Acting Consul at Wu-Hu, to the UNDER-SECRETARY to the GOVERNMENT of INDIA, Financial Department, No. 36, dated Wu-Hu, 15th October, 1879.

WU-HU.

In conformity with your letter No. 238, dated Simla, the 4th May, 1871, I have the honour to forward the Annual Report on Opium for the Port of Wu-Hu for 1878-79.

Opium appears to be but scantily grown in the southern portions of this province, An-Hui, where the ground is chiefly devoted to the cultivation of rice. I am, however, informed that in the district of Kuang-Te-Chow, in the extreme south-east, small quantities are grown for local and individual consumption on spare patches of ground not required for ordinary crops. This district was depopulated during the T'ai-p'ing rebellion, and is now chiefly inhabited by poor immigrants from other provinces, who, destitute of money, can only obtain opium by growing it themselves. They do not, however, rely on it as a source of livelihood, nor is the cultivation likely to increase to such proportions as to sensibly affect the importation of the foreign drug.

In the more northern portions of An-Hui, where cereals are chiefly grown, in the districts of Po-chow, Shou-chow, Ying-chowfu, Teng-Yang, and Su-chow, the poppy is extensively grown, and regarded by the people as a source of profit. An eye-witness informs me he passed through many acres of country covered with the poppy. The rows of of plants were very irregular, the ground only partially weeded, and the cultivation generally careless and slovenly, offering a marked contrast to the neatness and care displayed in growing a similar crop in other provinces. This want of care displayed may be due to the recent introduction of the plant into the province, and lack of knowledge of the proper methods of cultivation.

Cultivation of opium is strictly prohibited, and proclamations against it are to be seen in all large cities. Within five or six miles of the

cities no poppies are visible, but beyond that radius opium is openly grown without incurring official interference. The cultivation is increasing, and is likely still further to do so, if the severe measures now directed against opium-growing in Shan-Si remain long in force. The crop this year was an excellent one. This native-grown opium is all sent north to the provinces of Ho-han and Shan-Tung, some of it, I understand, finding its way to the Treaty Port of Chefoo. None is sent to Wu-Hu.

Shen Pao-ch'en, the Viceroy of the Two-Keang, is making sincere and strenuous efforts to suppress both the smoking and cultivation of opium. In Nanking, where he resides, he has lately been closing numbers of opium dens; three or more persons found smoking together in a room, are liable to be arrested and bambooed. Cultivation of the popy involves the farmer in the confiscation of his land, and in Keang-Soo, the province immediately under the jurisdiction of the Viceroy, this law is being strictly enforced. In the provinces of Au-Hui and Keang-Si, also under the Viceroy of the Two-Keang, the Viceregal orders are, however, for the most part disregarded. Lengthy and severely-worded prohibitory proclamations are issued; an occasional raid is made on opium dens, resulting in increased bribes; and, as has been stated, cultivation of the poppy is effectually prevented near the cities, only, however, to be renewed with impunity beyond a certain radius. Opium dens abound in Wu-Hu, but the local officials, except by regulating the hours of closing at night, seldom interfere. The opium consumed is exclusively foreign, no native drug being imported or used, even for purposes of adulteration. A large proportion of the opium that arrives is bought by country dealers and taken up-country, Wu-Hu having taken the place of Chin-Keang as an importing centre for the province of Au-Hui. Lately dealers from Nanking have been purchasing in Wu-Hu, in preference to Chin-Keang, the monopoly of sales of opium in the hands of the Chinese at the latter port keeping the prices up. Here the competition between the agents of the large foreign firm and the Chinese has lowered prices. I append a table giving the import of opium for the last three years. Wu-Hu was opened to trade in April 1877 :—

	1877, nine months.	1878.	1879, January to September.
	Piculs.	Piculs.	Piculs.
Malwa	1,157	2,325	2,170
Patna	2	2	10-80
Benares	...	...	3-80
Persian	...	1	70-50
Total...	1,159	2,328	2,255-10

The prices at present ruling for opium here are—

Best Malwa, Taels 560 per picul.
Persian „ 430 „ „
Patna „ 410 „ chest of 120 catties.
Benares „ 390 „ „ „

A large increase in Persian opium will be noticed. No native opium being used, the demand arising for cheap opium is to a certain extent

satisfied by the lower priced Persian, the flavour of which is at the same time more palatable than that of Patna or Benares.

From A. W. HEWLETT, Esq., Her Britannic Majesty's Counsul at Canton, to the UNDER-SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, No. 57, dated Canton, 22nd April, 1880.

With reference to Mr. Westland's letter No. 238, dated Simla, the 4th of May, 1871, and addressed to Her Majesty's Chargé d'Affairs at Peking, I have the honour to forward for the information of His Excellency the Viceroy a series of replies to the seven questions relating to opium propounded by the Financial Secretary, embodying a table of prices, &c.

Opium.

1. An abundant poppy crop has been gathered in the province of Sye-chuan, Yünnan, and Kweichow. Little is known in Canton regarding the yield in Shen-Si, Kan-Su, and Manchuria ; but it is believed that the prohibitory measures taken by Tso Tsung-tang have considerably hindered cultivation of the poppy in the provinces of Shen-Si and Kan-Su.

2. Nothing is known of what is likely to affect the outturn (*i.e.*, the quantity of crude opium yielded by the crop).

3. Cultivation of the poppy is generally believed to be on the increase. No opium is grown in the province of Kuangtung.

4. During the year before last, 1878, *i.e.*, Kuangsü, 4th year, proclamations against the growth of the poppy were issued generally throughout the empire. The effect of these, however, has only been to diminish cultivation in districts situated close to official residences, outlying districts being as thickly sown with the poppy as before.

5. The consumption of both native and Indian opium would appear to be on the increase from the facts that the cultivation of the former is extending, and that the importation of the latter has been gradually becoming greater during the last few years. The two qualities can scarcely be said to enter into competition with each other, the consumers of Indian opium belonging almost exclusively to the wealthier classes. Native opium has a grassy flavour, not popular with those who can afford the more expensive, but more palatable, article imported from India ; its cheapness, however, covers its inferiority in flavour, and secures for it the general patronage of the poorer classes of Chinese. The native opium consumed in Canton is procured from the provinces of Szu Chuan, Yünnan, and Kweichow.

6. The present market value in Canton of native opium is taels 374 per picul, of Malwa opium taels 574 per picul, of Patna taels 445 per picul, and of Benares taels 427 per picul. The average value of the tael for 1879 was 5*s.* 9*d.*

The following table has been compiled from the statesments of an

opium-smoker, who spends $5 a month, out of a salary of $10, upon opium. The average value of the dollar for 1879 was 3*s.* 8*d.* :—

	Price the ball or package of 48 Chinese ounces.	Amount of prepared opium after boiling.	Amount of taxation, the ball in Canton.	Amount of dealer's profit in Canton, each ball.	Cost of each Chinese ounce of prepared opium.
	$	Chin. oz.	$	$	$[C]
Malwa ...	24	38	3[2] 0	0·80	0·66
Patna ...	18*	28	3[2] 0	0·80	0·83
Chinese ...	...	...	3[2] 0	0·80	0·50

* *Note.*—The ball of Patna weighs from 44 to 48 Chinese ounces.

A. One advantage of Malwa is that it can be cut up, and consequently sold by the ounce in an unprepared state. It is the favourite opium in the Swatow and the Ka-ying (or western) parts of the Kwang-Tung Province. Eighty per cent. of the people around Canton smoke Patna, and ten per cent. Chinese, opium.

B. Malwa produces more prepared opium than does Patna from the same weight of the unprepared drug. All opium smoked on the mainland is boiled on the mainland. The farmer's monopoly at Hong-Kong makes prepared opium but little cheaper there than at Canton.

C. The precise taxation now laid upon opium was explained in Mr. Hance's despatch No. 70 of the 19th of April 1879. The boiler's tax (local) is $0·4½ the ounce of prepared drug. See Mr. Hance's despatch No. 103 of the 20th June 1879.

D. The prices each ounce are retail prices: 28 ounces of prepared Patna cost about $21 in Hong-Kong and $22 in Canton. The ball of unprepared opium is now about $2 dearer than it was two years ago.

E. Chinese opium is said to have a "fishy" taste. The leaves in which Patna opium is wrapped are sold and boiled down.

7. Foreign opium, other than Indian, is rarely imported at Canton. Small quantities of Turkish and Persian opium, however, are brought annually to Shanghai.

From C. F. R. ALLEN, Esq., Her Britannic Majesty's Acting Consul at Shanghai, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, No. 24, dated Shanghai, 22nd April, 1880.

I have the honour to enclose herewith a copy of a despatch which I have addressed to Her Majesty's Minister at Peking on the subject of the consumption of Persian opium at Shanghai.

From C. F. R. ALLEN, Esq., Her Britannic Majesty's Acting Consul at Shanghai, to HER MAJESTY'S MINISTER at PEKING, No. 33, dated Shanghai, 22nd April, 1880.

In obedience to the instructions conveyed in your circular No. 2 of the 1st instant, I have the honour to report that I have obtained the following information in regard to the importation and consumption of Persian opium at Shanghai.

The following figures show the amount imported during the last three years :—

1877.	1878.	1879.
Chests.	Chests.	Chests.
358	1,946	2,536

Of these amounts, 223 chests were re-exported to other ports in 1877, 1,760 chests in 1878, and 2,317 chests in 1879. The greater part of it is sent to the river ports, especially to Chinkiang.

Persian opium strongly resembles inferior Malwa opium in taste and appearance, although a careful examination shows that the balls into which it is made are not so well rolled as those of Malwa. Persian opium, when good and unadulterated, is worth at Shanghai from taels 430 to taels 450 (£111-1-8 to £116-5-0) per chest. Persian opium is, however, often adulterated with sugar before it leaves Persia, and it is then difficult to sell even at a reduction of taels 50 per chest. The quality of the drug has considerably improved of late, since the manufacturers have discovered that adulteration does not pay.

Persian opium after it has been transhipped to the outports is not usually sold in a pure state. It is mixed with Malwa, and passed on the ignorant consumer as the more valuable drug. It is also used to improve native opium.

I have every reason to believe that the importation of Persian opium will continue to show an increase until such time as the consumer has found out the tricks of the trade, or until he is content with Persian opium openly sold as such, and not supposed to be Malwa. Hitherto it has been a trade which has certainly paid the manufacturer, the importer, and the Chinese dealer. I think that the importation of Persian opium has the effect of lessening the consumption of Indian opium, seeing that it takes the place of the latter, and is sold up-country as genuine Malwa. At the same time its influence on the consumption of Indian opium will probably only be temporary.

There are at present in stock at Shanghai 500 chests of Persian opium, and 2,000 chests at Hong-Kong by the last return. I have no trustworthy information on the subject of the coming crop.

I am indebted to Mr. Moses, of the firm of David Sassoon, Sons and Co., for most of the details given above.

I have forwarded a copy of this despatch to the Secretary of the Department of Finance and Commerce at Calcutta.

From A. W. HEWLETT, Esq., Her Britannic Majesty's Consul at Canton, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, No. 67, dated 11th May, 1880.

In compliance with instructions which I have received from Her Majesty's Minister at Peking, I have the honour to enclose a report relating to the consumption of Persian opium within this Consular district.

Persian Opium.

1. It is stated on trustworthy authority that not more than about 4 piculs of Persian opium were imported into this province last year, but none as yet this year. This opium is chiefly consumed in Hueichonfu, west of Canton. The consumption in this part of China therefore being so limited, cannot be held to affect seriously in any way the position of other kinds of opium. For some years past the annual importation has ranged between 4 and 9 piculs.

2. A few years ago the sales of Persian opium in this province used to affect Indian opium on account of its cheap cost; but, as it was found a very profitable trade to Persian importers, great competition sprung up; consequently its lay-down price was quickly raised, and importers were at last unable to sell at lower rates than those ruling in the case of Bengal opium, so that both kinds were kept at nearly equal rates, and the sales of Persian gradually fell off.

3. Persian opium made its first appearance in the Chinese market about ten years since. The "touch" of this opium is about 80 or 70, and it is most liked in Formosa, where the Chinese prefer it to Benares opium. The first five or six years the quantity imported was very moderate, viz., about 1,200 to 1,500 chests annually, each chest weighing 1 picul; but of late the arrivals have increased at the rate of 2,000 to 3,000 chests a year. This year the import may be estimated about 8,000 to 9,000 chests. Half the quantity is required for the Formosa ports, and the balance is consumed in Shanghai and the north, partly on account of the high rates ruling there for Malwa opium, and also in part because the drug in shape, colour, and touch is made to resemble Malwa opium.

Persian opium comes free of duty; consequently it pays the Persian importers well. As on our opium a duty of Rs. 750 per chest or picul is levied, it will pay Persians to sell at rates as much as $350 per chest below our opium prices. The price of Persian generally depends upon the price of Malwa and Bengal opium, and usually keeps on an equal footing with them.

E. H. PARKER.

From W. S. STROUACH, Esq., Her Britannic Majesty's Consul at Pakhoi, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, No. 8, dated Pakhoi, 4th May, 1880.

Under instructions from Her Majesty's Minister, I have the honour to inform you on the consumption of Persian opium in this district.

None of that description of drug is used here; Benares is the only kind imported.

From J. SCOTT, Esq., Her Britannic Majesty's Acting Consul at Kiungchow, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, No. 22, dated Kiungchow, 1st May, 1880.

I have the honor to enclose a copy of my report to Her Majesty's Minister at Peking regarding the consumption of Persian opium at this Consular district.

From J. SCOTT, Esq., Her Britannic Majesty's Acting Consul at Kiungchow, to SIR THOMAS WADE, K.C.B., No. 10, dated Kiungchow, 1st May, 1880.

In accordance with the instructions contained in your circular despatch No. 2 of the 1st April last, I have the honour to report that no Persian opium is imported or consumed in this Consular district.

The taste for Patna is largely increasing, the import having risen from piculs 388^{62} in 1877 to piculs 992^{50} in 1879; while Malwa has fallen from piculs $320^{19\frac{1}{2}}$ in 1877 to piculs 98^{4} in 1879. Benares is but little smoked. Native opium does not appear in the Customs returns.

From H. A. GILES, Esq., Her Britannic Majesty's Acting Consul at Amoy, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, No. 60, dated Amoy, 1st May, 1880.

I have the honour to forward herewith copy of a despatch I have this day addressed to Her Majesty's Minister at Peking, on the subject of the consumption of Persian opium in this Consular district.

From H. A. GILES, Esq., Her Britannic Majesty's Acting Consul at Amoy, to HER MAJESTY'S MINISTER at PEKING, dated Amoy, 1st May, 1880.

In reply to circular No. 2 of the 1st ultimo, I have the honour to forward such information as I have been able to obtain with reference to the consumption of Persian opium in this Consular district.

The idea that the import of Persian opium is on the increase at the port of Amoy certainly did not result from a perusal of the annual statistics. The table appended shows conclusively that the import of this class of drug is, as far as Amoy is concerned, steadily decreasing:—

Year.	Amount imported.	Value.
	lbs.	£
1877	142,800	116,342
1878	128,800	99,203
1879	99,179	81,688

The fact is that the Chinese of Amoy do not like Persian opium. They say it leaves a rank, frouzy taste in the mouth of the smoker, and causes hot risings in the throat; and consequently it finds little favour with the people, unless perhaps when the price of the Indian drug may happen to be exceptionally high, in which case a mixture of Persian and Indian opium can be procured at a lower rate.

The bulk of the import goes, as a rule, to Formosa, and to the districts of Yung-ch'un, Lung-yen, Tê-hua, and others, for which places, in view of their relatively colder climates, the Chinese dealer considers the hot Persian opium better suited than for the neighbourhood of Amoy.

From W. M. COOPER, Esq., Her Britannic Majesty's Consul at Ningpo, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, dated Ningpo, 3rd May, 1880.

In accordance with instructions from Her Majesty's Minister at Peking, I have the honour to enclose a report on the subject of the consumption of Persian opium within the Consular district of Ningpo.

Report on the consumption of Persian Opium in the northern portion of the province of Chekiang. 6

The imports and re-exports of this drug at the port of Ningpo during the last five years have been as follows :—

	1875.	1876.	1877.	1878.	1879.
	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
Imports	24	*Nil.*	34	194	120
Re-exports	1	...	11	31	26
Sold for consumption	23	...	23	163	94

During the current year 23 chests have been imported and 8 re-exported.

In my report of last year I mentioned that Persian opium found a ready sale here, and the import might be expected to increase. I did so under the impression that the price would not vary relatively to other foreign opium ; but the demand in Shanghai among the Chinese for the Tientsin market, and the price it obtains at some of the southern ports, has by raising its value hindered its coming on this market. It is now worth from 430 to 450 Shanghai taels per picul, and even at that price is preferred to low class Malwa. A trustworthy Chinese informant tells me it is well suited for mixing with native opium, as, though wanting in flavour and hot in the mouth, making dry the palate and creating thirst, it burns well, and is fragrant. It is better liked than Turkish, which is said to be less deficient in flavour, but much more pungent.

According to the papers found in the chests, much that is shipped from Bushire comes from Yezd. It is sent to Hong-Kong on commission, nearly a moiety being consigned to Messrs. D. Sassoon, Sons and Co., and the remainder distributed to Messrs. E. D. Sassoon & Co., to a Persian established there named Hadji Ali Asgar, and to some Parsee firms. The Sassoon firms tell me that, chest for chest, their dealings in Persian pay them better than those in Indian opium, the loss of interest on the capital invested in the latter being so heavy. With Persian opium there is no risk ; advances are remitted on its arrival at Hong-Kong, but account sales are of course only rendered on the chests finding purchasers.

On the chests being opened, the opium is generally found in the form of small rolls or cakes, or sometimes in a solid mass. Its quality is fairly uniform. Some is, however, much adulterated with sugar,—an article easily detected by the Chinese treatment of the crude drug. Many chests opened here were discovered to contain an excessive admixture of sugar, or opium which excited suspicion by its slowness in boiling. These chests proved unsaleable, and had to be re-exported.

According to the Customs Returns the imports of Persian and Turkey opium into China during the last four years as follows :—

	1876.	1877.	1878.	1879.
Piculs.....	1,304	2,415	4,458	5,482

Arguing from the facts that when Persian opium was in 1878 placed on the market here at the price of about thirty per cent. below that of new Malwa, it was eagerly bought, and the trade was found to be remunerative, and it is no longer to be purchased at anything within a hundred taels per chest of that price. While the import, as shown above, is increasing, it may be assumed that, should the supply continue in the same ratio, Persia will before long, as her agriculturists discover the profitableness of the crop, meet the demand that has been shown to exist here for that sort of opium.

The native opium crop in these districts is so large that the few chests of Persian that have been imported have produced no sensible effect on its growth or consumption. Like inferior Malwa, Persian has been used for mixing with native opium, and, as far as one can at present judge, it is only the sale of Malwa that would be affected by any import of Persian, unless it came in overwhelming quantities, and was offered at a sufficiently low price to compete with the native-grown article. To sell freely, samples should approach 80 touch, the touch of good Malwa.

From T. L. BULLOCH, Esq., Her Britannic Majesty's Consul at Chinkiang, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, dated Chinkiang, 13th May, 1880.

I have been directed by Her Majesty's Minister at Peking to forward to you the enclosed copy of a report on the consumption of Persian opium in this Consular district.

Report on the consumption of Persian Opium in the Consular district of Chinkiang.

The following table gives the yearly import into Chinkiang of each kind of foreign opium from 1870 to 1879, both inclusive. The amounts are given in *piculs* (1 *picul* = 133 lbs. avoirdupois). Re-exports, which are very trifling, have been deducted :—

	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.
Malwa ...	6,379	6,422	8,071	8,817	9,368	9,815	9,908	9,782	8,639	8,144
Patna ...	520	524	429	457	1,080	1,366	433	506	737	875
Benares ..	23	32	69	360	494	537	308	479	936	1,357
Persian...	20	8	6	1	22	38	...	32	645	721
Total...	6,942	6,986	8,575	9,635	10,964	10,756	10,649	10,799	10,957	11,097

As the above table shows, Persian opium has long been known in Chinkiang, but has only been imported in trifling quantities till two years ago, when the import suddenly increased to twenty times what it had been before. During the same two years the import of both Patna and Benares has increased, that of Benares, indeed, very con-

siderably ; while the import of Malwa, though still forming nearly four-fifths of the whole, has fallen off almost as much as that of the others has risen.

Looking at the figures alone, one could have little doubt that the increase in the consumption of Persian has been at the expense of that of Malwa ; and this is fully borne out by what I have been able to learn by the enquiries I have made on the subject. It is at the same time manifest that Persian is not taking the place of Patna and Benares, as the import of both has increased at the same time. Persian opium, I am told, is not considered fit for smoking alone. The Chinese say that it gives a sorethroat,—burns, I suppose they mean. It is therefore used for mixing with other more valuable kinds. The extraordinary demand for it which sprang up in 1878 was owing to the unusually fine quality of the supply received that year. Not only were the shape and substance of the balls improved, but, what is much more important, the colour was exactly like that of Malwa. In consequence of this identity of appearance, a mixture of the two became undistinguishable to the eye from pure Malwa, and if the proportion of Persian were not too large, undistinguishable even to the taste of an ordinary smoker, though any one connected with the trade, or with an unusually keen palate, might be able to detect the difference. These remarks refer principally to the opium of 1878-79, but as each year's supply begins to arrive about the month of September, and the demand in the first half of 1878, though less than in the autumn of that year, was greater than it had ever been previously, we must therefore conclude that the supply of 1877-78 was also superior in quality to that of former years. In the summer of 1879, before the supply for 1879-80 had begun to arrive, the merchants were already complaining that the Persian opium which came to hand was falling off in quality, it being so yellow that there was no longer any possibility of its being used for adulterating Malwa. This inferiority was due, I suppose, to the whole stock in Persia being wanted to meet the extraordinarily large demand in China, and when the best had all been sent forward, as the demand still continued, any remnants, of whatever quality, were got together and shipped off. This is the only explanation I can find of the undoubted fact that the greater part of the supply of 1878-79 was of unusual excellence, while that which arrived at the end of the season was very inferior. The supply of 1879-80 was little better than the last of the 1878-79 opium. A little of it was of high quality, but much bad in shape and substance, and almost all of it yellow (these faults being attributed to want of care in the preparation). The amount of the import, so far as we can see, will be considerably less than that of 1878-79, though infinitely greater than that of any previous year. When the merchants began to receive opium of inferior quality in the summer of 1879, they predicted that the demand would speedily cease. In this they were manifestly mistaken, a small decrease, as I have just said above, being all that ensued.

They now attribute this unexpected maintenance of the demand to the rise in the price of Malwa, which from the autumn of 1878 to the autumn of 1879 went up from about taels 510 to taels 560, while the price of Persian remained nearly steady at about taels 435. They now also say that as long as Malwa maintains its high price, there must con-

tinue to be a demand for Persian ; the difference in cost being so great as to secure a sale for the latter, however inferior it may be in quality. This theory is borne out by the recent increase in the consumption of Patna and Benares, which it is acknowledged are only smoked instead of Malwa, in this district at any rate, because of their relative cheapness.

I give here a table of the quarterly import during the past three years, which will show roughly the import of each season. It is, however, impossible to separate the seasons exactly, as the new opium begins to come in during the third quarter, and old and new are received together for some time :—

	1st Quarter.	2nd Quarter.	3rd Quarter.	4th Quarter.
	Piculs.	Piculs.	Piculs.	Piculs.
1877	...	4	...	28
1878	30	119	222	274
1879	212	141	177	191
1880.	185	...	...	...

The figures I have given in this report in the two tables of annual and quarterly import may be depended on for perfect accuracy, as they are taken from the Foreign Customs Returns, and no foreign opium reaches Chinkiang, except through the Foreign Custom House. I cannot warrant with equal certainty the correctness of the remainder of the report, as foreigners here are but little acquainted with the details of the trade beyond the current prices, and they are less concerned with Persian than other kinds of opium, it being almost always bought on the Shanghai market by the Chinkiang native dealers, and hardly ever consigned here for sale in the way that the Indian opium is.

Taking the information given to me to be correct, one must conclude that the demand for Persian opium will depend on two things : first, and chiefly, on the manufacturers bestowing sufficient care on its preparation ; secondly, on Malwa's retaining its present high price. As the best Persian can be mixed with Malwa in equal proportions, it is possible that it may interfere with the demand for the latter to a very serious extent. But it seems that there is no possibility of its ever openly taking the place of Malwa for separate smoking, unless the Chinese get used to the burning taste in it of which they complain. Judging from the spreading of the use of native opium in some parts of China, and of Patna and Benares in certain districts not far from here, one cannot say that such a thing is impossible, though there are no signs of it whatever at the present moment.

As there is practically no consumption of native opium in the districts supplied from Chinkiang, there cannot be any question here of competition between Persian and native.

T. L. BULLOCH, Acting Consul.

Her Britannic Majesty's Consulate ; Chinkiang, the 7th May, 1880.

From C. T. GARDNER, Esq., Her Britannic Majesty's Consul at Chefoo, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, No. 32, dated Chefoo, 15th May, 1880.

In obedience to orders received from Her Majesty's Minister at Peking, I have the honour to forward you copy of a letter I have addressed to the Legation with regard to the increased consumption of Persian opium in my Consular district.

From C. T. GARDNER, Esq., Her Britannic Majesty's Consul at Chefoo, to SIR THOMAS WADE, K.C.B., Peking, No. 12, dated 15th May, 1880.

In reply to your circular No. 2 of 1st April 1880, I have the honour to state that the importation of Persian opium to Chefoo during the past ten years has been as follows :—

	lb.		lbs.
1870	633	1875	None.
1871	666	1876	None.
1872	133	1877	133
1873	None.	1878	13,133
1874	666	1879	27,600

Up to the year 1878 the consumption of Persian drug in this district was too small to be worth noting.

In 1878 the consumption was—

	lb.
of Persian drug	12,333
of Indian „	444,535

In 1879 the consumption was—

of Persian drug	21,200
of Indian „	450,360

It is difficult to speak with any degree of certainty as to how the increased importation of Persian drug will affect the trade in Indian opium.

I am inclined to think it will not at all affect the import of Malwa. The Persian drug competes more with the Benares and Patna opium, and the same causes which have led to the increased consumption of the Persian, have led to an increased consumption (but not in so marked a degree) of the Benares and Patna.

The cause I believe to be that since the famine, public opinion in China has been stronger against the cultivation of the poppy, and consequently less opium has been produced in Liaotung and neighbouring provinces. Native opium, like Persian, Benares, and Patna, is inferior in quality and cheaper in price than Malwa, with which it is often mixed. The decrease therefore in the supply of native opium may have given rise to the increased consumption of similar foreign commodities.

From E. L. OSENHAM, Esq., Her Britannic Majesty's Consul at Wu-Hu, to the SECRETARY to the GOVERNMENT OF INDIA, Department of Finance and Commerce, No. 16, dated Wu-Hu, 7th May, 1880.

Under instructions from Sir Thomas Wade, K.C.B., Her Britannic Majesty's Minister at Peking, I have the honour to forward a duplicate copy of my report on the subject of the consumption of Persian opium in this Consular district.

The accompanying table will show that the import of Persian opium has been on an increasing scale since the opening of Wu-Hu :—

	1877.	1878.	1879.	1880 (1st January to 30th April).
	Piculs.	Piculs.	Piculs.	Piculs.
Persian	2·00	54·00	92·50	28·00
Malwa	1157·00	2325·00	3036·00	1255·00

Persian opium—known both as Ta t'u, great earth, from the size of the balls, and Hei t'u, black earth, from the colour—is chiefly used in Wu-Hu for adulterating Malwa, which it much resembles in appearance. It is at the same time taels 130 a chest cheaper. Native opium used elsewhere for adulteration is not imported into Wu-Hu.

The rise in the price of Malwa during the last few years, which is the chief cause of the increasing import of Persian opium, has resulted in a demand for cheaper drug. This want is supplied by Persian, which, as liable to lower home export duties, can be imported cheaper, and is also of superior quality to Malwa. In colour it is darker, but it has a peculiar strong, bitter, aromatic flavour, which makes it in its pure state unpopular with most Chinese, who therefore only generally use it to adulterate the milder Malwa. For this purpose it answers admirably, being much of the same colour and unprepared. Patna and Benares, though cheaper than Persian, are prepared in India, and therefore unsuitable for adulteration purposes. A few Chinese smoke pure Persian, but owing to its strength, double that of Malwa, it cannot be smoked with the same comparative impunity. The imports for the first four months of 1880 show a decrease :—

YEAR.	January.	February	March.	April.	Total.
	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
1879	6	14	14	7·50	41·50
1880	6	3	12	7·00	28·00
Decrease...	*Nil.*	11	2	·50	13·50

Except in February, however, the decrease is small, and should a fall occur in the price of Malwa, no important increase in the import of Persian is anticipated. If, however, the high prices for Malwa continue, as a taste for the inferior native drug has yet to be created, it is not unreasonable to suppose the demand for an article at once cheaper, stronger, and admirably suited for adulteration purposes will not at

least diminish. At the present moment the proportion of increase of imported Malwa is much in excess of that of Persian :—

Year.	1st January to 30th April.	
	Malwa.	Persian.
	Piculs.	Piculs.
1879	677	41·50
1880	1,255	28·00

Thus it appears Malwa has nearly doubled its import, whilst Persian has declined by piculs 13·50.

The price of Persian is £129 (taels 430) per picul or chest, against £168 (taels 560) for Malwa, or cheaper by £39 (taels 130). Twenty-six out of the twenty-eight piculs are imported by Chinese ; some Persian is besides smuggled.

Prophecy is proverbially dangerous, but on the whole it may safely be said it will be some years before the import of Persian here is likely to reach a limit of 200 piculs per annum.

A chest of opium weighs about a picul, which equals lbs. 133.

From B. C. G. Scott, Esq., Acting Consul at Kinkiang, to the Secretary to the Goverment of India, Department of Finance and Commerce, No. 9, dated Kinkiang, 12th May, 1880.

I have the honour, in obedience to instructions conveyed to me by Her Majesty's Minister in China, to forward to you a copy of a report on the consumption of Persian opium in this district furnished by me to Her Majesty's Legation at Peking.

Report of the consumption of Persian Opium within the Consular district of Kinkiang, China.

Reference to the table appended to this report, and compiled from the Returns of Trade furnished by the Imperial Maritime Customs, will show that although Persian opium was introduced into this market so early as the year 1865, it was not until 1878 that its importation, as compared with that of Indian opium, became of any importance.

Eleven piculs, about 1,463 lbs., were imported in the former year, and every year since, except in 1867, 1873, and 1874, it has been introduced in small quantities ; the year 1870 alone showing an increased importation, namely 27 piculs. In the year 1878, however, the consumption of Persian opium rose at a bound to 172 piculs, and last year further increased to 204 piculs.

Although the amount of Malwa opium consumed in this district fell off very seriously in the year 1878, last year it returned to what may fairly be considered its normal conditions, in spite of a further increase in the importation of Persian opium, and it would appear that at present the consumption of the latter variety has had no perceptible effect on that of the Indian drug.

Various reasons were assigned by my predecessor, Mr. Phillips, and

by the then Acting Commissioner of Customs, Mr. Holwill, in their reports on the trade of Kinkiang for the year 1878, to account for the serious decrease in the consumption of Indian opium during that year as shown by the Customs returns. They appear to have been unanimous in the opinion that the decrease was due to the opening of the port of Wu-Hu, and to the differential duties levied at the native inland customs barriers on opium entered at Kinkiang, and not to any decrease in the actual consumption of opium throughout this district. They seem, moreover, to have thought that the decrease would be permanent.

The returns for 1879, however, have completely falsified these not unreasonable expectations, and if the undoubtedly unfavourable influence that the opening of the port of Wu-Hu has had on the trade of Kinkiang be taken into account, the consumption of opium in this district last year may be considered to have been above the average. There were, so far as I have been able to discover, no changes in the duties levied on opium at the inland barriers during the year; it is evident therefore that we must look elsewhere for the causes which brought about the remarkable decrease in the importation of opium in 1878. That year was marked by floods of unusual severity throughout a large portion of this district, and I am inclined to attribute this decrease mainly to the poverty of the lower class of opium smokers, induced by their severe losses from this cause.

It may not at first sight appear what this circumstance has had to do with the increase in the consumption of Persian opium. I am, however, led to believe that the connection is intimate, and may lead to a moderate and permanent use of Persian opium.

The only explanation I have been able to obtain from native sources of this abrupt increase in the consumption of Persian opium is, that it was not until 1878 that even the poorest class of opium smokers would knowingly tolerate any adulteration of the Malwa opium used by them, but in that year they found that the loss of strength and flavour, resulting to the latter drug from an admixture of the former, was sufficiently compensated for, in their reduced circumstances, by a reduction in the price. The debased taste thus forced upon them by their poverty has continued; it is, however, possible that returning prosperity may again cause them to revert to their former demand for pure Malwa opium.

Persian opium is classed with the better kinds of Yunnan and Ssŭ-chüan opium, and I am assured by opium smokers that these three kinds are never smoked in or about Kinkiang unmixed with Indian opium. Yunnan and Ssŭ-chüan opium are but little known in this market. They are both very considerably cheaper than the Persian variety, and it is probable that, were they largely introduced into this district, it would at present be at the expense of the Persian rather than the Indian drug. I am led to form this opinion by the fact that at Hankow, where I understand there is a considerable market for native opium, the Persian drug is just now unknown.

To what extent Persian or native opium may hereafter supplant that imported from India it is impossible to surmise; at present it seems improbable that their use will affect the consumption of the last to any great extent. That the ratio of increase in the use of Persian opium for the last two years will be maintained, is altogether out of the question; on the contrary, I am inclined to believe that a

decrease will take place. This year, up to the 30th of April, about 58 piculs only have been imported,—a quantity that appears to be rather below than above the average of last year.

From the foregoing it will be seen that I attribute the consumption of Persian opium here entirely to its cheapness as compared with Indian opium; to the fact that the taste for Malwa opium largely adulterated with Persian was forced upon the more indigent class of consumers by their poverty; and that the taste has continued, although its original cause would appear in a great measure to have disappeared.

The proportion of Persian opium to Malwa, when the two are used together, is about one or one and a half parts to five. The well-to-do still smoke nothing but pure Malwa, the other kinds of Indian opium being practically unknown in this market. Persian opium appears to possess no recommendation other than its cheapness; in strength and flavour it is declared to be greatly inferior to the Indian drug, and it would seem that it owes its prominence in this market, as compared with native opium, to accident; for if it is true that Persian and native opium are, as is asserted, on a par as regards quality and flavour, the latter drug, being only 7-11ths of the price of the former, must, if they came into competition, have the advantage.

Any certain information as to the quantity of Yunnan and Ssŭ-chüan opium consumed in this district is not to be obtained; the only two facts connected with them that may be relied on are that their consumption here is trifling, and that their cost is but 7-11ths of that of Persian opium. These three kinds of non-Indian opium are declared by opium smokers in this district to be not only distasteful when used alone, but that when so used they occasion a most distressing form of nausea, and the attempt so to use them has invariably to be abandoned.

Comparative table of the importation of Opium of all kinds at Kinkiang since the year 1863. *Quantities given in piculs of* 133⅓ *pound avoirdupois.*

Year.	Malwa.	Benares.	Patna.	Persian.	Total.
1863	2,027	...	7	...	2,034
1864	2,194	...	7	...	2,201
1865	2,428	2	48	11	2,487
1866	2,415	...	25	6	2,446
1867	2,224	...	20	...	2,244
1868	1,927	...	12	3	1,942
1869	1,911	...	10	2	1,923
1870	2,079	...	6	27	2,112
1871	2,071	...	10	8	2,089
1872	1,992	...	14	2	2,008
1873	2,365	...	19	...	2,384
1874	2,958	...	15	...	2,973
1875	2,311	...	9	6	2,326
1876	2,073	...	4	1	2,078
1877	1,926	1	4	1	1,932
1878	1,510	...	8	172	1,690
1879	1,960	...	6	204	2,170

B. C. G. SCOTT, Acting Consul.

H. M. Consulate; Kinkiang, the 11th May, 1880.

From H. B. BRISTOW, Esq., Her Britannic Majesty's Acting Consul at Tientsin, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Miscellaneous No. 50, dated Tientsin, 10th June, 1880.

In accordance with instructions received from Her Majesty's Minister at Peking, I have the honor to enclose a report on the consumption of Persian opium within this Consular district.

Report on Persian Opium.

Persian opium was unknown in Tientsin until the year 1864, when a small consignment of 4 piculs was imported. The following year the import increased to piculs 108·50, and in 1866 to piculs 271·61.

For the next three years the demand fell off, but in 1870 piculs 277·50 and in 1871 piculs 310 were imported. From 1872 to 1876 Persian opium appears to have been quite out of favor, but in 1877 a demand for the drug arose, which has steadily increased up to the present time.

Appended to this report is a table showing the nett import of all kinds of opium into Tientsin from the time when the Persian drug was first introduced. An examination of this table seems to show that the import of Malwa is but little affected by that of Persian. The latter appears to enter more directly into competition with the native drug, which was formerly used largely in the adulteration of Malwa. For this purpose, however, the Persian opium is much better suited than the native product, inasmuch as a mixture of 3-10ths of Persian and 7-10ths of Malwa has the strength and consistency of pure Malwa, and the adulteration is difficult of detection.

Since the duty on Malwa at the port of exportation has been raised from Rs. 600 to Rs. 650 and Rs. 700 per chest, the adulteration has largely increased; and as the yield of the native drug has been for the last three years a very poor one, the two causes have combined to create an increasing demand for Persian opium.

When there is a scarcity of native opium, the villagers in the districts supplied by Tientsin consume in its stead Malwa, which the Chinese retailer adulterates in the following manner:—

The skin of a ball of Malwa is carefully removed. From the ball about three ounces of the drug are scraped. A mixture is then prepared in the following manner: cow and pig-skin is cut into small strips, fried in oil till it is black, and boiled down to a thin glue. This glue is strained through paper to clear it; sugar is added; the mixture boiled down to the consistency of prepared opium, and a preparation of hemp seed is mixed with it to give it a certain amount of fragrance. A portion of the mixture so prepared is spread over the ball till it attains its original size, the skin which had been removed is then adroitly replaced, and the ball is slightly baked. On completion of this process the ball shows no signs of having been tampered with, and even if cut open the cheat cannot be detected. The flavour, however, of the drug so prepared is, as might be expected, particularly unpleasant, and in consequence many Chinese retail dealers find it possible—and extremely profitable—to sell in the villages the Persian drug under the name of "Malwa." The purchasers notice that it is of a much yellower colour than that which they used to buy, but prefer it to the adulterated article, and give nearly the same price for it.

So soon, however, as the native drug becomes plentiful, the demand

for Persian may be expected to cease, except for the purpose of adulterating Malwa and the high priced native opium from Shansi.

The following extracts from reports on the trade of Tientsin support the view that the import of Persian is dependent on the yield of the native crop.

In his report for the year 1872, Mr. Mongan, then Her Britannic Majesty's Consul at Tientsin, writes :—

"The second great cause of the falling off in the importation of 1872 was no doubt the competition of native opium, the increased consumption of which here was indicated last year by the re-exportation not only of all the Persian opium, which had been imported in 1872 (amounting only to 27 piculs), but also by the re-exportation of 26 piculs of the same kind of drug which had remained on hand from 1871.

"The price of Persian opium generally follows that of Malwa, and is from 50 to 60 taels cheaper for first class drug, inferior kinds being much cheaper still. Thus, in point of cheapness, Persian competes more than either that of Malwa or Bengal with native opium, and its disappearance from the Tientsin market in 1872 was most likely due to the fact that it did not pay shippers to import it, owing to the smallness of the demand consequent upon the cheap rates ruling for its native rival."

Mr. Dick, Commissioner of Customs, reporting on the trade of Tientsin for the same year, says of opium :—

"This marked decrease in 1872 is due principally to the fact that native opium is rapidly supplanting its rival."

Mr. Mongan states in his report for 1873 :—

"Only 13 chests of Persian had found buyers (at about taels 30 per chest of 100 catties) out of the small quantity of 37 chests imported during the year, the drug being of inferior quality.

* * * * * *

"The average price of native opium from Honan (where there was a larger crop than usual) was at the rate of taels 352 for the same quantity (100 catties). In Shantung there was also a good crop, and opium from that province was obtainable here at about 336 taels per 100 catties."

Mr. Twinem, Commissioner of Customs, reports in the same year :—

"The native drug promises, if it does not supplant the foreign article, to become a most powerful rival to it.

Of 1874, Mr. Mongan writes :—

"The falling off in the importation of Persian opium within the last three years is very remarkable. The Customs Returns show that it was imported in 1871 to the extent of 310 piculs ; in 1872, however, it disappeared altogether from the market ; in 1873 only 37 piculs were imported, and last year a still smaller quantity. These facts are worth noting, as indicating an increased consumption of native opium at this port within the above period ; for a small demand for Persian, which is much cheaper than Indian, tends to show that it is not profitable to bring it into the market owing to the cheapness, or, in other words, the abundant supply, of the native

product, with most kinds of which it competes more in price than does the Indian."

In his report for 1875, Mr. Mongan says:—

"The great falling off in the quantity of Malwa imported last year was undoubtedly due to the increased production and consumption of the native drug, which, I am assured by a gentleman who is well-informed on this subject, is now steadily and strongly competing with the Indian article. The various Chinese dealers whom he had questioned unanimously declared that the crop of 1875 was double that of 1874. * * * * * * * Persian opium is consumed chiefly early in the spring, at which season the supply of native becomes usually smaller."

Of 1876, Mr. Mongan reports:—

"No Persian opium was imported, a sure indication, as I have pointed out in my Trade Report of 1874, of the increased production and successful competition of the native drug."

It will be seen from the above extracts that from 1872 to 1876 there was a plentiful supply of native opium, and Persian disappeared from the market.

The import of Malwa (which in 1866 was piculs 7,514) declined during the same period from piculs 4,419 in 1872 to piculs 3,446 in 1876.

In 1877 the native crop was a very poor one, and the import of both Malwa and Persian increased. Mr. Forrest writes in his report on the trade of that year:—"This competition"—that of the native drug—"should the famine cease and the poppy be again grown in Honan, will eventually drive Persian out of the market."

The price of Honan opium in 1877 was taels 415 per picul against taels 300 to 350 in 1876.

In 1878 the yield of native opium was again very small, and the import of Persian increased to 291 piculs, whilst that of Malwa showed a slight decrease.

In 1879 the native crop failed, and the import of Persian rose to piculs 553, and that of Malwa from piculs 3,530 to piculs 4,189.

The high price of Malwa has apparently little effect in stimulating the demand for Persian opium. In 1879, it is true, the price of Malwa was very high, being taels 560 per chest, whilst Persian was only taels 420; but in 1878, when the first great increase in the demand for Persian was apparent, the price of Malwa was taels 550, and that of Persian taels 455 per chest,—a difference of only taels 95; while in 1873, when there was a difference of taels 168—Malwa being taels 468 and Persian taels 300 per chest—there was hardly any demand for the latter drug.

The quality of the Persian opium imported of late years has been very superior, and this also in a great measure accounts for the increased demand for it.

It is the native opium, not the Persian, which is the rival of the

Indian drug. That grown in Shansi is of such excellence as to sell for a higher price at the place of production than Malwa does at Tientsin.

The crops of native opium for the present season promise to be unusually heavy, and a great falling off in the import of Malwa and Persian must be looked for next year, unless the increasing use of the latter for the adulteration of Malwa and the high priced Shansi opium should keep up the demand for it.

It would appear therefore that the causes which have chiefly led to the increased import of Persian opium of late years are, first (and chiefly), the scarcity of the native product; secondly, the improvement in the quality of the Persian drug imported of late years.

Thirdly, the increased use of Persian in adulterating Malwa and the high priced native opium from Shansi. In estimating the relative cheapness of the various kinds of opium, it should be borne in mind that—

1 chest of Malwa of 100 catties (value taels 560) yields 70 catties of prepared opium,

1 chest of Patna of 120 catties (value taels 470) yields 66 catties of prepared opium,

1 chest of Persian of 100 catties (value taels 420) yields 70 catties of prepared opium,

consequently the price of prepared opium is as follows :—

100	catties	prepared	Malwa	cost taels	746·66
100	„	„	Patna	„ „	712·12
100	„	„	Persian	„ „	600 —

In spite, however, of its cheapness, Persian will never compete successfully with the Indian drug, as the Chinese consumer of the former complains that it leaves a bitter taste in the mouth, and produces bleeding of the nose and diarrhœa. It is now rarely smoked except in combination with other and better kinds of drug or by those who prefer it to the adulterated Malwa alluded to above in this report. The following table shows the import of opium into Tientsin during the first five months of the present year, and during the same period in 1879 :—

Import of Opium from 1st January to 31st May.

	1879.	1880.
	Piculs.	Piculs.
Malwa	1344·11	1219·00
Patna	140·40	2·40
Benares	34·80	6·00
Persian	206·00	212·000
Total...	1725·31	1439·40

H. B. BRISTOW, Acting Consul.

H. B. M. Consulate; Tientsin, 5th June, 1880.

Consumption of Opium in Tientsin from 1864 to 1879.

	1864.	1865.	1866.	1867.	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.
Malwa	2595·48	4390·50	7514·03	7240·76½	6879·59	4584·50	6442·00	6329·50	4419·48	4675·50	5128·42	3692·73	3446·28	3769·24½	3530·40½	4189·48½
Patna	152·64	717·62	773·00	393·60	148·60	261·60	106·80	231·60	150·00	158·23	77·93	153·60	139·29	153·54	164·20	373·20
Benares ...	9·60	364·80	500·00	104·40	232·80	327·60	334·80	219·60	108·00	86·80	104·40	4·80	20·40	45·62	21·60	66·00
Persian ...	4·00	108·50	271·61	122·60	118·00	114·46	277·50	310·00	...	37	21·18	30·00	...	57·40	290·93½	553·00
Turkey... ...	...	48·46	11·06	...	...	...	...	...	...	...	...	...	...	...	...	...
Prepared ...	42·92½	65·18½	92·75½	33·27	42·87	134·66	123·79	29·66⅔	47·11½	87·81	73·67½	27·13	29·68	9·00	23·11⅝	64·71
Total...	2804·64½	5695·06½	9162·45½	7894·63½	7421·86	5422·82	7284·89	7120·36⅔	4724·59½	5015·34	5405·60⅔	3908·26	3635·65	4034·80½	4030·25½	5216·39½

H. B. M. Consulate; Tientsin,
The 5th June, 1880.

H. B. BRISTOW,
Acting Consul.

From P. L. WARREN, Esq., Her Britannic Majesty's Acting Consul at Taiwan, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, dated Taiwan, 21st June, 1880.

In obedience to instructions received from Her Majesty's Minister at Peking, I have the honour to forward herewith a copy of my report addressed to him on the consumption of Persian opium in this Consular district.

Report on the consumption of Persian Opium in South Formosa.

The consumption of Persian opium has steadily increased in this district since its first introduction in the year 1869. At the same time it does not appear that the import of Indian drug has been much affected up to the present; it seems rather that the introduction of a cheaper opium has created a demand amongst a class of people hitherto debarred by poverty from the use of the more costly descriptions. The following table shows the amounts of Benares, Patna, and Persian opium imported during the eleven years from 1869 to 1879. Malwa was imported to such a very small extent as to be practically *nil*, and has therefore been omitted from the table. At present Malwa opium is unsaleable here, owing to the high rates demanded, which place it beyond the reach of all save the well-to-do classes :—

YEARS.	IMPORT.		
	Benares.	Patna.	Persian.
	Piculs.	Piculs.	Piculs.
1869	1,038	160	341
1870	1,259	102	371
1871	1,342	232	438
1872	1,203	372	417
1873	1,370	341	296
1874	1,413	730	502
1875	1,547	354	752
1876	1,403	370	803
1877	1,721	177	1,325
1878	1,480	38	1,435
1879	1,884	80	1,331

From this table it appears that since 1874 the import of Persian opium has increased largely, whilst Patna has shown a steady falling off. Benares, on the other hand, has held its own, showing an increase last year of 846 piculs as compared with the import in 1869, whilst Persian has increased 990 piculs. This is to be attributed chiefly to the fact that Benares is smoked by the richer classes, whose numbers have, owing to the improvement in trade, been somewhat added to during the past five years, whilst the poorer part of the population, by whom Persian opium is consumed, has been considerably increased by immigration, the opening up of new country, and the introduction into the island of workmen and soldiers employed in the construction and arming of the new forts on the sea coast, and in the strengthening of the different garrisons.

With this latter class of people Persian opium is popular on ac-

count of its strong aromatic flavour and great cheapness. The price of Persian per picul is somewhat higher than that of Benares, but it is so much stronger, and is smokeable so often, that actually it is far cheaper. There are various descriptions of the drug imported, ranging in price from $220 to $750 per picul. The average price is from $650 to $700 per picul. The touch of the best quality ranges from 80 to 84, and of medium from 76 to 80 ; a difference of 10 in the touch causes a corresponding difference of $100 in the value of the drug. The touch here is higher than on the mainland, as the opium is boiled oftener in preparing it for smoking. The touch of Benares seldom averages much over from 55 to 58, and is usually about 52, showing a difference of 20—26 as compared with Persian.

Again, Persian opium can be smoked several times, which is not the case with Indian drug. After the first smoking the ash, or rather cinder, may be smoked either alone as it is, or with 25 per cent. of fresh opium added, or the ash is saved and boiled down again, and is smokeable for five or six times. This adds considerably to its cheapness. The comparative prices of Persian and Benares, when sold retail, prepared for smoking, are as 3 to 5.

It is the opinion both of the foreign merchants and native dealers whom I have consulted on the subject that the present rate of import of Benares is not likely to fall off, but they are likewise of opinion that the demand for Persian will continue to increase.

Malwa, it is said, would completely drive Persian out of the field, could it be laid down here at about the same price ; but this, seeing the high rates now demanded, it seems hopeless to expect. The very finest description of so-called Persian opium is really Turkey produced in the neighbourhood of Smyrna and Bagdad, and exported from Bushehr ; for pure Turkey opium there is no market, as those engaged in the trade here do not understand how to prepare it for smoking. The following table shows the import of opium during the first quarter of the present year as compared with that imported during the same period in 1877 to 1879 :—

YEARS. JANUARY TO MARCH.	IMPORT.		
	Benares.	Patna.	Persian.
	Piculs.	Piculs.	Piculs.
1877	632	17	184
1878	376	10	745
1879	648	22	231
1880	672	10	530

I am informed by the Parsee dealers here that the present crop of Persian opium is expected to exceed 10,000 piculs, all of which will be sent to China, and the import into South Formosa will, it is estimated, be over 1,500 piculs. Benares opium, according to the table above, shows no falling off, and as the trade of the port generally has been so far greater and more remunerative to native producers than that of any previous year, it seems probable that the demand for opium will still further increase, and possibly even a larger portion than is anticipated of the crop of Persian may find a market here.

The total import of Persian opium into China during 1879 was, deducting re-exports, 5,553 piculs, and of this Takow alone took 1,254 piculs, or nearly one-fourth, the greater part being imported through Amoy or direct from Hongkong.

In conclusion I would point out that there is one cause which at present effectually prevents Persian opium injuring the import of Indian drug to any great extent,—I allude to the careless way in which it is prepared and packed. No two chests are alike in quality, and frequently two or three descriptions of drug are found in the same chest. The result is that dealers are very suspicious of it, every chest is carefully examined before purchase, money is frequently lost on the sale, and it is generally considered an unpleasant and risky article to deal with. Were these faults remedied, and could people be sure that the drug they were purchasing was what it professed to be, there seems little doubt, that in this district at any rate, Persian opium would compete very successfully with Indian. Already the best kinds are used mixed with Benares by the class of people that formerly smoked the latter pure ; the proportion in which they are mixed is one-half of each, instead of, as a few years ago, one-fourth Persian to three-fourths Benares, and it seems highly probable that, should any improvement be made in the preparation of the Persian, Indian opium will, unless it can be produced at lower rates than at present, suffer considerably in the competition.

P. L. WARREN, Acting Consul.

H. M. Consulate, Taiwan, the 18th June, 1880.

From H. A. Giley, Esq., Her Britannic Majesty's Acting Consul at Amoy, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, dated Amoy, 31st May, 1880.

I have the honor to inform you that the native opium crop has just been gathered in this Consular district. It is not, I must admit, of a very important character ; but still I have thought it my duty to collect all possible information on the subject, and lay the same before you for whatever it may happen to be worth.

The cultivation of opium in this neighbourhood is confined exclusively to a small area just outside the walls of the district city of T'ung-an, which lies at a distance of about 20 miles from the port of Amoy.

In my Trade Report for the year 1879, I have drawn attention to it in the following terms :—

" There we find a small crop produced annually, with reference to which no accurate statistics seem to have been given heretofore.

" The T'ung-an crop is sown yearly in the middle of the Chinese eleventh moon, which, roughly speaking, answers to the latter part of December or the beginning of January ; it is gathered in at the festival of ' clear weather,' or in the early days of April. The yield of the crop planted in the autumn of 1878 and gathered in the spring of 1879 amounted to 221 *piculs*, or 29,467lbs. avoirdupois. Taking the good with the bad, the price averaged $380, or £71-5-0, per *picul* of 133⅓lbs., or a total of $83,980=£15,746-5-0. All of this was consumed in the vicinity of T'ung-an, except perhaps some 10 or 20 *piculs* which found its way to Amoy without payment of *likim*. Of the success of last autumn's plant, small hopes are now entertained. The recent unusually heavy rains are believed to have destroyed more than

7-10ths of the entire crop. This cultivation of opium is carried on under the very noses of the authorities, the fields selected lying just outside the walls of the district city."

The prediction contained above as to the failure of this year's crop has been literally fulfilled. Only 95 piculs = 12,667 lbs. of a very inferior article have been obtained, as the result of last autumn's sowing, at an average value of $350 a picul of 133⅓ pounds avoirdupois.

I enclose several dried specimens of the poppy-heads from which the juice has been extracted; also an hermetically-sealed cylinder containing a specimen of this year's opium. It is in cylinders of the kind that the drug is usually preserved, being then buried in the earth, with the double object of concealment from the local officials and improvement of the flavour of the contents. Thus, while the price fluctuates with the prices ruling in the market for the imported drug, the value of native opium which has lain buried for a year is increased from 10 to 20 per cent. extra. It is smoked either alone or mixed with the foreign article, chiefly the latter, as its own flavour is alleged to be somewhat rank, and it creates hot risings in the throat.

Forwarded per post in registered package.

As regards official prohibition, I may add that opium appears to have been grown at T'ung-an now for no less than thirty years, and that of late years a Proclamation has been annually posted on the walls of the district city warning people against its cultivation under the severest penalties. I annex translation of last year's issue, that for the current season not having yet been published. These documents mean nothing. The officials take no steps whatever to interfere with and stop, as they readily might, this local cultivation of the drug; and the prohibition effects little beyond providing a convenient excuse for the underlings attached to the Magistrate's Yamên to make every attempt to extort as much as they can from those who thus openly violate the law. The genius of the T'ung-an opium proprietors has, however, proved almost too much for their rapacious enemies. The entire management of the crop from seed time to its enclosure in hermetically-sealed cylinders is entrusted to women, who oppose any hostile movement on the part of official underlings by such feminine demonstrations as invariably result in their being left mistresses of the situation. There are few things a Chinaman dreads so much as a row with woman, against whom public opinion will not permit him to use violence, while no such rule holds good for the woman; and those employed in the opium cultivation of T'ung-an do not fail to make considerable use of their advantage. The growth of the poppy therefore continues, but there are at present no signs that this cultivation is at all likely to increase.

P.S.—I enclose table showing imports, re-exports, and sales of foreign opium during the year 1879.

Translation of Proclamation.

This strictly prohibitory Proclamation is issued by the Provincial Administrative Board of Likim, Foochow, and Chang, Brevet Provincial Judge, Chief of the Foochow Likim Central Office, Taot'ai for special service, and Bat'uru with the title of awe-inspiring Brave.

There is in the archives a former communication from the Board [of Revenue at Peking] sending down the following Imperial Decree with reference to a memorial from Pao Yüan-Shên, begging that

explicit orders might be given for the complete suppression of poppy [cultivation] :—

" Cultivation of the poppy is most stringently forbidden by law, but of late this illicit proceeding has come to be carried on in every province of the Empire on a large scale to the grievous injury of the people's interests. The local authorities are apathetic in its suppression, regarding it as justified by long custom, and some, seeking therein benefit for themselves, have even gone so far as to receive bribes for their inaction, [perpetrating] a connected series of iniquities beyond the limits of description.

" Let [therefore] the Governor Generals and Governors throughout the Empire issue stringent orders to those under their authority for the conscientious suppression [of this cultivation], reporting at once to the Throne such as may be found to continue to trifle with the matter. Let also the Board of Revenue expound the ancient law and promulgate it throughout the provinces to the end that the people may know and stand appalled ; and [let them] at the same time give decisive instructions that the local officials render effective the work of suppression, awarding praise to the energetic, punishment to the lukewarm, and handing over the corrupt for sentence, to each one according to his merits, so that this evil may be rooted out, and the interests of the people be advantaged.

" Promulgate these commands for general information."

In reverent obedience the Board of Revenue drew up a set of Rules, which received the Imperial sanction, discriminatingly awarding praise to such local authorities as arrest all illicit poppy-growers within their jurisdiction and punishment to such as fail to take restrictive measures or are deliberately guilty of connivance. The Board also expounded the ancient law, which makes the cultivation of the poppy criminal, and promulgated it in accordance with [the Imperial commands].

The Likim offices in Fukien levy a tax on the foreign drug ; but when the traffic in *native opium* was prohibited, the collection of duty on it was put a stop to. *Medicinal opium*, however, as being employed in the Pharmacopœia, was still taxed as *native opium*. Now that the Throne has strictly forbidden the cultivation of the poppy, inasmuch as *medicinal opium* is very similar to *native opium*, and both are Chinese produce, they must of course be alike prohibited, and the collection of Likim on them be put a stop to. Any one disobeying the prohibition and transporting it for sale must be at once arrested and punished. Orders to this effect have been circulated for the guidance of the officials in this jurisdiction, and in addition this strictly prohibitory Proclamation is issued to inform you, merchants and others, that you are to bear in mind that the cultivation of the poppy has been prohibited, by which prohibition, *medicinal opium* and *native opium* are also affected. They may not be illicitly manufactured for the sake of gain, or be transported for sale. And if any dare to deliberately disregard these commands, the goods will be confiscated at the Likim offices and barriers, and [the offenders] will be surely and swiftly arrested and dealt with according to law without mercy or partiality. Let all tremble and obey. Let none disregard this Proclamation.

Translated by
GEORGE BROWN.

Issued this day of July 1879.

Table showing the Imports, Re-exports, and Sales of Opium at the Port of Amoy for the year ended 31st December, 1879.

1879.	Imports.					Re-exports.					Sales.														
	New Patna.	New Benares.	Old Patna.	Old Benares.	Persian.	New Patna.	New Benares.	Old Patna.	Old Benares.	Persian.	New Patna.			New Benares.			Old Patna.			Old Benares.			Persian.		
	Chests.	Chests.	Chests.	Chests.	Chests.	Chests.	Chests.	Chests.	Chests.	Chests.	Chests.	Price. $	Price. c.	Chests.	Price. $	Price. c.	Chests.	Price. $	Price. c.	Chests.	Price. $	Price. c.	Chests.	Price. $	Price. c.
January	144	446	..	..	60	51	143	..	..	76	149*	620	60	263	698	60	28	610	..	12	595	75	61	467	30
February	149	133	..	..	36	27	50	..	..	16	86	641	60	112	611	80	..	..	..	..	..	..	20	512	40
March	181	346	..	..	38	30	182	..	..	25	80	644	..	159	619	..	..	..	..	..	..	..	25	675	..
April	36	312	..	..	232	30	131	..	..	92	77	619	72	155	601	28	..	..	..	..	..	..	27	675	..
May	153	285	..	..	41	40	113	..	..	30	86	620	50	155	590	90	..	..	..	..	..	..	34	625	20
June	165	317	..	..	48	35	95	..	..	20	134	602	60	188	574	..	..	..	..	..	..	..	18	610	..
July	77	374	..	..	7	15	180	..	..	..	76	603	40	195	566	60	..	..	..	..	..	..	6	615	..
August	94	34	..	..	6	26	220	..	..	8	92	590	80	216	514	70	..	..	..	..	..	..	10	581	43
September ..	69	405	..	..	3	20	221	..	..	10	66	596	80	207	581	60	..	..	..	..	..	..	21	582	..
October	228	..	3	656	61	70	..	10	320	35	150	627	10	..	..	..	29	594	..	302	580	10	36	610	..
November ..	225	..	..	239	49½	35	..	..	137	25	105	627	80	..	..	..	..	..	..	131	571	70	32½	642	50
December ..	244	..	..	328	122	25	..	..	140	55	194	634	20	..	..	..	..	..	..	148	586	40	46½	645	25

* In cases where sales exceed imports, it must be understood that there were stocks in hand from previous year.

H. M. Consulate ; Amoy,
The 31st May, 1880.

H. A. GILEY,
Acting Consul.

From C. F. R. ALLEN, Esq., Her Britannic Majesty's Consul at Shanghai, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, No. 34, dated Shanghai, 30th June, 1880.

I have been instructed by Her Majesty's Minister at Peking to send to you from time to time any information concerning opium, which I am of opinion may be of interest to the Government of India.

I have accordingly the honor to enclose herewith a report drawn up by Mr. W. D. Spence of this Consulate, on the crusade carried out against opium divans and the cultivation of the poppy by T'an Chün-p'ei, the Governor of Kiangsu, the province within which Shanghai lies.

The Foreign Settlements of Shanghai are now the only places in which opium can be smoked in public divans; but as the sale of the drug by retail dealers all over the province continues to increase more and more as the divans are closed, we may infer that almost as much opium is smoked as heretofore, although the smoking must now be done in private.

Closing of Opium Divans in the Kiangsu Province.

The closing of the opium divans by the officials throughout the province of Kiangsu has been mainly the work of one man, T'an Chün-p'ei, the present Acting Governor. He came to the province in 1874 as prefect of Ch'ang Chow, and was soon impressed with the evils attendant on the system of public opium smoking divans. Regarding them as nurseries of crime and immorality, and having also a keen sense of the evils which opium smoking entails on those who indulge in it, in 1875, he issued orders for all the opium dens to be shut up. In the city of Ch'ang Chow itself and in the districts round it, coming under his own personal observation, these orders were in the course of a few months effectively carried out; but in the outlying parts of the prefecture the same strictness was not observed.

In 1876 Shên Pao Chên became Governor General of the Two Kiang, and hearing of T'an Chün-p'ei's successful crusade, he instructed the prefect of Nanking to shut up the divans in that city, and issued orders to the whole body of provincial officials to shut up the opium divans in their respective districts. With the exception of Yang Chow Fu and Ching Kiang Fu, in the first of which prefectures, the instructions were strictly, and in the second partially, carried out, the Governor General's orders were not paid much attention to. His proclamation on the subject in fact was regarded by his subordinates as one of those solemn enunciations of moral platitudes with which provincial officials of whatever rank usually commence their career.

In 1878 T'an Chün-p'ei was transferred to Soochow, the most important prefecture of the province, where he initiated a lively series of reforms amongst his people. The most important of these was the shutting up of the opium divans, which he did in the most vigorous manner, giving the proprietors a few days' grace to wind up their business in, and actually pulling down and demolishing, all divans not shut up within the prescribed period. However, in a short time T'an was promoted to be taotai of Hsü Chow, a circuit in the extreme north-west of the province, and bordering on the province of Ho Nan. This section of China, i.e., the Hsü Chow circuit, and the parts of Ho

Nan conterminous with it, constituted, before the famine of 1877-78, one of the most important of the poppy growing parts of the country, and presented an admirable field for the new taotai's peculiar energies. He proceeded at once to pull up the poppy crops which he found his country covered with, and in a short time found himself involved in unfortunate relations with his people. Riots resulted, and he had to send to the Chinkiang garrisons for reinforcements to put down the disorders which his rigorous crusade against opium had evoked. A regiment of cavalry was sent to him, and with its aid, and I fear also the aid of famine, the poppy crops were destroyed and the opium dens shut up.

In the meantime his administrative talents in other respects had attracted the attention of the Governor-General at Nanking and of the Central Government at Peking, and he was appointed Provincial Treasurer of Kiangsu. He proceeded to Peking to thank the Emperor for the appointment, and on his return from Court last winter, he assumed office in his new appointment at Soochow. He found that the reform he had effected a year before as prefect had been to a great extent set aside, and that opium divans were flourishing in secret. He at once sent for the subordinate officials, and told them that the opium divans must be shut up, and reinforced his staff of detectives by several scores of men, to see that his orders in this respect were carried out to the letter. About the 1st January 1880 he issued a code of regulations enforcing his reform in which he states:

"When I formerly was prefect of Soochow, I interdicted certain established usages, which in my opinion, had an evil effect on public morality. My intention was to extirpate them thoroughly. By the people generally my commands were obeyed, but after a year passed they were disregarded by the criminal and vagabond classes, and much harm to peaceful citizens resulted. I have to notify that I shall see for myself that my orders are properly carried out, and I have given orders to the prefect and magistrates to arrest those who disobey them.'»

In a few days after his becoming Provincial Treasurer, Shen Pao Chên died, and Wu Yuan-ping, the Governor of Kiangsu, became Acting Governor General. The Acting Governorship of the province was conferred on T'an, who now for the first time had scope and powers to give his reforms full effect throughout the province. This he lost no time in doing. On the 15th March he issued the following proclamation:—

"T'an, Acting Governor of the province of Kiangsu, issues a proclamation. The opening of opium dens by the people is a frightful calamity, and in my previous posts as taotai and prefect, I have done every thing in my power to put a stop to it, with the best effect. In Chang Chow, for example, the amount of opium sold by the wholesale houses fell off after my closing the divans $500 daily, which was a saving to the people in this place alone of $170,000 to $180,000 *per annum*, and the saving in places where these divans were more common than in Yang Chow was incalculable. At a time like the present when man's means are straitened, a small saving of this nature helps to bring back the prosperity of other days. The evil tendencies of these dens, especially to young people, are more than I dare speak about. Officials, however, are apt to regard them as every-day necessities of existence, and traders in the hopes of gain open more and more

of them without fear of the consequences. If I do not put them down with a strong hand, where will this evil end? I have drawn up a code of a rules to be put in force by every prefect and district magistrate throughout the province, in order that these opium smoking houses may be thoroughly suppressed, and I have given secret instructions to the police to watch that proper effect is given thereto. In now publishing these rules, I hereby proclaim to all people in this province, of what degree soever, that, from and after the date of this notice, householders are forbidden to open opium divans, and must take to some more respectable line of business. If my orders are disobeyed or evaded, I will send my officers to arrest the offenders, and if their guilt or complicity be established, I shall visit them with the punishment named in the rules. Officials who are unable to carry out these rules I shall denounce, and request the Emperor to dismiss them from the public service. My orders must be carried out. Exception must be made in favour of nobody. A special proclamation."

With the proclamation were circulated throughout the province the following five rules :—

1*st*.—Whenever it is discovered that an opium divan is being opened, the keeper thereof shall be put in the cargue,* the divan furniture shall be destroyed, and the house and land shall be confiscated, no matter whether held in fee or in lease, and sold by the authorites for the benefit of public charities.

2*nd*.—Whenever it is reported to the authorities that an opium divan is being kept, the divan shall be shut up and the keeper brought to the Yamen.† In the event of a conviction, the informer shall be rewarded with 10,000 cash.‡ The informer must give the name and address of the offender with the sign of the divan, to facilitate his arrest and the shutting up of the establishment. Those who give wrong information shall not be liable to a penalty.

3*rd*.—In the suburbs of cities and in market towns the local authorities shall empower two or three impartial and respectable citizens, by warrant, to investigate cases where it is suspected that divans exist, and to make secret reports.

4*th*.—If, after an opium den has been once shut up, a single opium lamp is lit therein, or an opium couch spread, and the owner thereof pretends that these are for his own delectation, and if on two or three visits different persons are found smoking there, this shall be held to a divan within the purview of these rules.

5*th*.—Whenever the owner of any house, the *tipao*,§ and the neighbours report that the lessee is keeping a divan therein, confiscation in this case shall not follow, and the owner shall be deemed entitled to the informer's reward. If the owner is aware of the offence of the lessee and condones it, and it comes to the ear of the authorities, the house shall be at once confiscated, the *tipao* punished,

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* Wooden collar.
† Magistrate's Court.
‡ About £2-0-0
§ Local constable.

and the neighbours on either side shall be fined. If the *tipao* neglects his duties on three occasions in this manner, his own house shall also be confiscated.

The Acting Governor also addressed two circular letters of instruction to all the local officials throughout the province. One of these orders them to dismiss from the public service every officer who refuses to give up opium smoking within two months from the date of being warned of the penalty attaching to the practice, or who may be in any way interested in the sale of the drug. The other letter orders the classification on an ancient plan of the householders in each district into groups of ten, a hundred, and a thousand houses. Each group has to choose its headman, and these headmen are to be responsible for the carrying out of the reforms which the Acting Governor has instituted.

During the past three months reports from the various prefectures in the province have been published in the Chinese newspapers, and they all testify to the thorough manner in which the Governor's commands have been obeyed, and I believe I am safe in saying that, with the exception of the Foreign Settlements of Shanghai, there are no public opium smoking divans now in this province. The question of the power of the Chinese authorities to shut them up in the Settlements has not yet come before the Consular body, but it is not likely that the Chinese will seek to take action in the matter except with the consent of the Consuls of the Treaty powers. There are a great many licensed divans in the Settlements which yield to the two municipalities concerned a sum of something like seventeen thousand taels per annum.

Concurrently with the shutting up of the divans by Governor T'an great pressure has been brought to bear on the literary classes of this province to compel them to give up the smoking of opium. In 1878 Lin Tin-ling was Literary Chancellor of Kiangsu, and he issued of his own responsibility certain regulations for the conduct of the students coming forward to be examined for degrees. Graduates or students over sixty years of age were given twelve months, within which to give up opium smoking, and those under sixty were given six months. If within this time they proved incapable of curing or unwilling to cure themselves of the habit, they were to be forbidden to present themselves for examination.

Lin died soon after issuing these rules, and was succeeded by the present Literary Chancellor Hsia Tung-Shan, who has been even stricter than his predecessor in forbidding candidates for degrees to smoke opium.

W. D. SPENCE.

From E. J. SINKINSON, Esq., Under Secretary to the Government of India, Department of Finance and Commerce, to C. F. R. ALLEN, Esq., Her Britannic Majesty's Consul at Shanghai, No. 2426, dated 21st August, 1880.

I am desired by His Excellency the Governor General in Council to acknowledge, with thanks, the receipt of your letter No. 34, dated 30th June 1880, and of the interesting report by Mr. W. D. Spence, regarding the closing of opium divans in the province of Kiangsu.

From E. L. OSENHAM, Esq., Her Britannic Majesty's Consul at Wu Hu, Province of Au-Hui, China, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, No. 33, dated Wu Hu, the 16th July, 1880.

WU HU.

I have the honor to forward a report on opium, giving some account of the present condition of the opium trade in Wu Hu, and of the cultivation of the poppy in the province of Au-Hui.

With regard to the cultivation of native opium, I am informed the dry spring has been favourable to the growth of a plant like the poppy, which suffers greatly from damp, and that the crop this year is an unusually large one. In north Au-Hui opium is chiefly grown at Lui-au-chow, Ying-chow-fu, and Pochow; a considerable quantity also comes from Hsu-chow-fu in Kiangsu, on the borders of Au-Hui, and large quantities are produced in Ho-Nan. The best comes from Hsu-chow-fu, and the largest quantities from Ho-Nan province. The price of native opium in north Au-Hui is from 240 to 260 cash a catty, lower, I believe, than it has been for some years. A fresh incentive to cultivate it has been given by the discovery made last year that an excellent oil, equally available for purposes of food and lighting, can be extracted from the seeds of the poppy after the juice has been scraped off the capsules. Its cultivation is, however, officially discouraged in Au-Hui. The contagion of the crusade against opium dens in Soochow by the Acting Governor has spread to Nanking, where the Governor General has been rigidly enforcing the law against opium dens, and has closed great numbers. The ostensible reason given is that these dens are the resort of villains and bad characters, who create riots and disturbances; but the practical result is to drive smokers to their own homes, where the poison spreads among the male and female members of the family. Circular orders have, too, been issued to the various Taotais, Prefects, and Magistrates prohibiting opium dens in the cities, and the cultivation of the poppy in the country. The orders are not, however, uniformly obeyed, and their enforcement depends chiefly on the disposition of the local official. A proclamation embodying the circular is of course issued, but practically, as in Wu Hu, a few only of the more notorious dens are closed, and from the remainder an addition to the licensing fees, and an increased present, is sufficient to satisfy the official conscience. It is different, however, with the cultivation of opium, where the eradication of the evil is a much simpler problem. A missionary who travelled through north Au-Hui in 1879 writes in the *Missionary Recorder*:—

"Opium is also grown to a considerable extent between the cities of Lui-au-chow and Lu-chow-fu. There appeared to be none, however, within about 10 miles of either city. This may probably be accounted for by the fact that the mandarins have issued proclamations forbidding its cultivation; but notwithstanding this prohibition, for a distance of some forty miles on the road, we saw small patches of the poppy growing in every direction. This is the *first* and *only* opium we have seen in the province. Of course there may be more in other districts to which we have not yet been, but I do not fancy it is cultivated to any great extent. At Ying-chow-fu I was told that last year the Prefect of that city had sent men to root up all the opium to be found growing within the limits of his jurisdiction. I cannot vouch for the truth of this story, but I did not see any opium growing there, al-

though I walked several *li* to and from the river bank to the city. It appears that proclamations had previously been issued on the subject, but no notice was taken of them, so active measures were set on foot to root out the evil. It would be well if all those in authority in India, as well as in China, could be persuaded to follow so worthy an example."

The statements in the above quotation are mainly confirmed by local reports, which notice the absence of poppies near the towns, and remark the fact that when cultivated, it is grown in detached patches, and hidden amidst the wheat and barley. In the province of Ho-Nan, however, equally distant from Peking and Nanking, and where the late famine was not sufficiently severe to attract attention to the province, the poppy is openly grown, and to a great extent in increasing proportions every year. It is impossible to say how long the present crusade against poppy-growing may last. Poppies are three or four times more profitable than grain or rice, require less care, and do not so much exhaust the ground ; and as long as the Chinese Government permits the importation of opium to foreigners, it seems impossible it can logically prevent the cultivation of opium by its own people and subjects. The further injustice of refusing to its own subjects a source of wealth which it allows to foreigners is too sufficiently obvious. During and subsequent to a period of famine attention is abnormally directed to the suffering districts, and the so-called encroachment of poppies on land which should be devoted to cereals is immediately commented on. Great exaggerations, however, prevail on this question. The poppy, which is harvested in May, does not in the least interfere with the staple crops of millet in the north, or of rice in the south. Millet is not harvested till August, and the same may be said of rice, whilst the wheat and barley cultivated in Central China contemporaneously with the poppy are almost entirely used for distillery purposes. The prohibition of poppy-growing deprives the people therefore of a distinct source of wealth, and that from an article whose importation is legal and allowed. Until therefore opium is declared contraband, and its sale becomes as illegal as it is in England or the United States, all measures directed against its cultivation are likely to remain spasmodic, temporary, and vitiated with an initial injustice. How far now the use of opium is unfortunately so widespread, its total prohibition can ever be effected seems doubtful, as smokers suffer such physical torture if deprived of their pipe that opium becomes as essential for them as food ; and it needs little experience to see that such a demand would be soon satisfied illegally when it could not legally by smuggling on a gigantic scale.

As stated in earlier reports, Au-Hui native opium all goes north, and none is brought here, at least openly. Within the last few months, however, small quantities brought by persons in their baggage, not amounting altogether to more than a chest a month, have arrived. The taste, however, for native opium has yet to be created, and merchants are afraid to import any from even Szechuan, knowing it will be unsaleable. Adulteration, for which it would appear useful, is more effectually and quite as cheaply effected by "liaozu" (a comprehensive term including grains, seeds, dirt, bits of skin, &c.) than by native opium ; and I am further informed that at Hankow foreign opium is mixed with native in small quantities to improve the flavour, but that "liaozu," not native, is always mixed with foreign. Neither

the taste for native opium existing, nor the drug being of value for adulteration, no reason exists for its importation except this—that the ash of the Shansi opium can be re-smoked four times, that of Szechuen three times, and that of Au-Hui twice, against only once for foreign Malwa. In Wu Hu, however, the inferior flavour, as yet even to the poorer classes, counterbalances this seeming advantage.

The following table gives the import of foreign opium into Au-Hui for the six months ending the 30th June, during the years 1878, 1879, and 1880.

Name of opium.	From 1st January to 30th June 1878.	From 1st January to 30th June 1879.	From 1st January to 30th June 1880.
	Piculs.	Piculs.	Piculs.
Malwa	1,040	1,369	1,681
Patna	1·20	7·20	3·60
Benares	.....	2·40	.....
Persian	10	52·50	36·00
Total ...	1051·20	1431·10	1720·60

I would beg in conclusion to notice the value as a consumer of opium of this newly opened port. In its second year it ranked ninth, and in 1879, its third year, tenth, among the nineteen open ports of China. That it has not merely appropriated the business of other ports, whose area of supply intersects its own, but has opened up fresh districts, is shown very clear by the following table :—

Name of port.	1876.	1877.	1878.	1879.
	Piculs.	Piculs.	Piculs.	Piculs.
Chinkiang	10,649	10,799	10,957	11,097
Wu Hu	Not open.	1,161	2,381	3,141
Kewkeang	2,043	1,852	1,653	2,153

Wu Hu was formerly supplied by Chinkiang,, yet the Chinkiang import exhibits a progressive increase. Ta-Tung and Viganking, the new ports of call, were supplied from Kewkeang, but now import from Wu Hu. This affected Kewkeang in 1877 and 1878, but in 1879 she has more than recovered the falling off, and her import now exceeds that of 1876.

The import of Persian has fallen off piculs 16.

Prices for opium are now as follows :—

Malwa	Taels	545 per picul, 100 catties.
Patna	„	480 „ chest of 120 catties.
Benares	„	460 „ „ „ „
Persian	„	400 to 425 per picul.
Native at Hankow ...	„	268 „ 280 „

I have forwarded a duplicate of this despatch to Her Britannic Majesty's Minister at Peking.

From C. W. EVERARD, Esq., Her Britannic Majesty's Acting Consul at Wênchow, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, Dated Wênchow, the 17th July, 1880.

I have the honour to forward herewith a report on opium for this part of the province of Chekiang for the year ended the 31st May, 1880, and commencing 1st June, 1879.

Cultivation of the poppy is spreading far and wide in this neighbourhood, as the officials are afraid to take severe measures to repress it, though from time to time they are bound to put out a proclamation, alarming, however, only in the wording.

Indian opium has never been consumed here, but in small quantities, as the people generally are too poor to afford it. There appears to be no sensible decrease, though certainly no increase, in its importation.

There being no foreign merchants resident here, I am obliged to gather all information from native sources, so that I cannot guarantee its exactness; but I have not relied on one source only, and have been solemnly assured that the figures are correct.

Opium Report for the year ended 31st May, 1880.

WENCHOW.

1. This year's crop is said to be remarkably good, having been greatly favoured by the weather.

The "outturn" from the whole of this district is computed at 5,000 piculs or chests, which is considerably in excess of that of last year, that from the immediate neighbourhood of Wênchow alone being about 1,500 piculs.

2. Any particular circumstances that have affected or are likely to affect the "outturn?" None.

3. Is cultivation of the poppy generally, and especially in the writer's own vicinity, extending or the reverse?

The cultivation of the poppy is largely extending in this part of the province (Chêkiang), and more especially in this immediate neighbourhood. The writer in the early part of April went 100 miles up the river in a westerly direction as far as Ch'u Chow Fu, and found the narrow strip of valley between the river's banks and the hills well sprinkled with fields of poppies just bursting into bloom the whole length of the route.

T'ai Chou Fu, the adjoining Prefecture to the north, but which is included in the Ningpo district, gave its name to the native opium, at least in these parts, which is known as "*T'ai Chiang*," as the poppy was first cultivated there, but the passion for it spread like wildfire to this district, which now produces considerably more than T'ai Chow.

4. Any action of the Imperial or local authorities affecting opium?

In the early part of 1879, just before the moment of sowing the poppy seed, the Magistrate of this district issued a severe proclamation strictly prohibiting the cultivation of the poppy, and declaring that, should it reach his ears that, in spite of his proclamation, any had dared to sow the noxious weed, he would himself, accompanied by the head of the police and others, proceed and tear up the plants, and inflict severe punishment on the refractory. This alarming proclamation daunted some of the habitual growers, and it also prevented merchants from

other parts of the country risking the buying up of the expected crop beforehand, and consequently there was a larger stock in the Wênchow market, and prices fell considerably.

This year, however, the authorities issued no proclamation, and the people, seeing that the one issued last year was merely to frighten them, no steps whatever having been taken after it was once issued, have greatly extended the cultivation, carrying it in some instances almost up to the walls of the city. The truth is the authorities are afraid to take too violent measures, from the fear of stirring up rebellion, the flames of which are easily lit in these parts, but they are obliged to occasionally go through the form of issuing a high-sounding proclamation.

5. The consumption of native opium is undoubtedly ever on the increase in this province and in the city of Wênchow. It cannot be said to much affect the consumption of Indian opium here, as it never was consumed to any great extent, this being a *poor* district, and consequently Indian opium is too expensive a luxury. It is preferred by the rich to the native drug, which is not nearly so powerful; but the rich are "few and far between."

Of the Indian, never more than 200 chests are said to be imported in the year, but it is almost impossible to give certain figures, as, with the exception of some 50 chests imported direct by steamer, the rest is brought in dribblets overland from Ningpo.

The lekin on foreign opium here is nominally taels* 40, but actually taels 36.

* A duty tael is equal to about 5*s.* 8*d.*

The native opium consumed here is all produced in the neighbourhood, and, being very cheap, is almost universally smoked.

The number of smoking dens in the city and suburbs is now said to be a thousand, as against eight hundred last year. They are under no sort of surveillance, the whole opium traffic being ignored by the authorities; and this is what makes it so difficult to arrive at correct figures or conclusions, as the moment inquiries are set on foot, every one becomes suspicious as to the motives.

6. What the relative prices are of native and of Indian opium, and whether anything is known that is likely to affect them?

This question is best answered by the accompanying table (marked A), by which it will be seen that Indian opium stands no chance against the native.

Of the 50 chests of Indian opium imported direct, 47 were Patna, which is somewhat nearer the native drug in price.

7. Any facts regarding the position of Persian, Turkish, or other opium (not Indian or indegenous) in the market?

Neither Persian, Turkish, or any other kind, except Indian and indegenous, are known here.

The surplus of native opium is exported to the neighbouring provinces of Fukien and Kiangsi, a considerable quantity going to Formosa. As the export is all "smuggling," it is impossible to find out exactly where it goes, or in what quantities to each place. Were there any

foreign merchants established here, and carrying on the opium trade, information would be much more reliable.

There is no doubt but that the cultivation of the poppy is spreading far and wide with rapid strides, and in all the poorer districts the native drug must entirely exclude the vastly more costly Indian.

C. W. EVERARD, Acting Consul.

British Consulate; Wênchow, July 16th, 1880.

A.

Comparative Table of Prices of Foreign and Native Opium as prevailing at Wênchow from June 1879 to the end of May, 1880.

Date.	Patna, 100 Catties.		Malwa, 100 Catties.		Native Opium, 100 Catties.	
	Old.	New.	Old.	New.	Old.	New.
1879.	$	$	$	$	$	$
June	710	670	1,084	1,032	291	213
July	718	670	1,084	1,024	320	222
August	692	660	1,048	1,008	308	228
September	697	677	992	960	302	228
October	693	677	980	960	291	239
November	697	689	980	964	291	258
December	713	705	1,020	964	281	
1880.						
January	721	717	1,020	1,012	281	
February...	769	769	1,020	1,020	286	
March	757	757	1,012	1,012	333	
April	757	757	1,004	1,004	320	
May	775	775	1,004	1,004	320	213
Average price during the year	725	710	1,020	997	302	228

N.B.—Hundred catties equals 133 lbs. English

C. W. EVERARD, Acting Consul.

From C. M. FORD, Esq., Her Britannic Majesty's Acting Consul at Formosa, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, No. 61M., dated Tamsuy, Formosa, the 9th August, 1880.

I have the honour to lay before you the following report on native and foreign opium for the year 1879-80, as far as this Consular district is affected thereby:—

(1.) Separated as the island of Formosa is from the mainland of China, it is quite impossible to gather any reliable information at this

Consulate with regard to the nature or extent of the crop in any of the provinces on the mainland, or with regard to

(2.) any particular circumstances that have affected, or are likely to affect, the outturn there.

(3.) Mr. Frater, in his report on opium for 1878-79, stated that "it has become known that the poppy is now being cultivated in this Consular district."

I have, for some time past, been making enquiries on this subject, with a view to confirming the above statement, and obtaining, if possible, further information; but though the statement, that the poppy is cultivated in the north of Formosa, has been repeated, yet it has, in most cases, been given only as hearsay, the persons making the statement not having seen the plant themselves, and sometimes it has been accompanied by a further statement that the people do not know how to obtain opium from the poppy. Finding that I could arrive at nothing satisfactory from purely Chinese sources, I applied to Mr. Junor, of the Canada Presbyterian Mission, which has got numerous stations established throughout this district, asking him if he could procure me any reliable evidence on the subject. He replied giving me the substance of the information gathered by a man, who had made full enquiry about the matter some months ago, for Mr. Mackay, who then had charge of the Mission, and adds that I may depend upon the information as being pretty correct. It is to the following effect:—

That there is no place in the north of Formosa that he knows of—at any rate not in the region of the Mission chapels—where the poppy is grown to any extent. That there are several places where are there to be found a few flowers, but only as flowers, very few people knowing their properties at all. That he has found one or two cases of the flower being grown without its being known to the grower to be the opium flower. That there were a few plants in a large garden at Tekcham, but that they are now dead. That Oulan had a few, and also Sintiam, but that he does not know about Tokaham.

Mr. Junor further states that he has himself spoken a good deal with the people here from north to south, as far as he goes, about this matter, and feels confident that there is no cultivation of the poppy in this part of the island. I think it may be inferred from the above that it is merely as an ornamental plant; and for the sake of its flower that the poppy is grown in this district, and then only in small quantities here and there, but that it is not *cultivated* for the production of opium, more particularly as I have so far failed to obtain any evidence of opium produced from poppies grown in the island being sold here. I shall, however, continue to make enquiries with a view to clearing up this matter as opportunity offers.

(4.) I am not aware of any action of either the Imperial or local authorities affecting opium in this district. The local officials must be perfectly well aware of the fact that a quantity of China-grown opium is annually smuggled into the district, but they apparently don't trouble themselves to take any notice of it.

(5.) It is authoritatively stated by Chinese that there has been an

enormous increase during the past year in the amount of native opium that reaches this district from the mainland in junks. I have hitherto found that all efforts to obtain any statistics are futile, not a remarkable result, seeing that the drug is all smuggled, and that, under these circumstances, there is naturally a reluctance to furnish even approximate figures on the part of those who are able to do so. The statement is confidently made, however, and is rendered probable by the undoubted fact that it is most difficult to find a sale now for the lower grades of Persian opium, which used to be greatly in favour for the purpose of mixing with the Indian drug, although there is a full supply; this is said to be due to the fact that native drug has taken their place in preparing the above mixture. The position of Benares opium in this market does not seem as yet to have been affected by the alleged import of native drug.

The native opium used here comes in junks chiefly from Wenchow and Ningpo.

(6.) During the early part of 1879 the prices of Benares opium, which is the variety of Indian drug that is mainly consumed here, were subject to great fluctuations, due chiefly to local conditions of the trade with Amoy. This year, however, there has been no startling fluctuation, and rates have ruled at about the equivalent of those on the coast of China. Since the end of April there has been a steady business done in Benares opium at an average of about $665 per chest, which is from $70 to $85 on an average over the rates ruling at the same period last year. The import of Benares opium during 1879 amounted to 1798·80 piculs (1,499 chests), and that of Patna was 25·20 piculs (21 chests). During the six months ended 30th June 1880 the net import of Benares (after excluding re-export, 32·40 piculs) has reached 745·20 piculs (621 chests), while Patna figures at but 1·20 piculs (1 chest) for the same period.

The prices of native opium, owing to the article being seldom dealt in in such large quantities as foreign opium, are quoted in "*liang*," or Chinese ounces. Best kinds are sold at four "*liang*" for $1, or $4 the *catty*, or pound. Inferior kinds only fetch $1 for seven *liang*, or about $2·28 per *catty*. These prices would be equivalent to $400 and $228 to $230 per picul, but I fancy that the drug would be cheaper than this, if it became customary to purchase large quantities at a time.

(7.) With regard to Persian opium, I have but little to add to what I have so recently stated in my special report of 17th May last. There has since that date been a good market at the rate of $690 to $700 per picul (as against $670 to $680 at the same time last year) for the *best* description, but for that only, and, as I have previously stated, this is really *Smyrna* opium. Lower grades of Persian opium have been in good supply, but it has been and is most difficult to sell it, owing, it is alleged, to imported native drug interfering with it. The import of opium entered as Persian in 1879 amounted to 314·30 piculs (304 chests), and the net import for the first six months of the present year has reached 213·58 piculs (208 chests).

The liking for Turkey opium seems to be increasing in this district, for already during the first half of this year 50 piculs (48 chests) have been imported, while the import for the whole of 1879 was 26·38 piculs (25½ chests), and for 1878 12 chests.

From T. WATTERS, Esq., Her Britannic Majesty's Consul at Ichang, to the SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, No. 20, dated Ichang, 27th July, 1880.

I have the honour to enclose a short report on opium with reference to the part of Hupeh in which this port is situated.

The port has been open to Foreign Trade for the last three years only, and little is known at present about the inland districts between Ichang and the borders of Ssŭchuan. So the report is meagre and unsatisfactory. But I hope that a more useful one will be possible next year, and also that it will be ready at an earlier period.

Report on Opium for the Consular District of Ichang.

The prefecture of Ichang is divided into seven political districts, and in six of these the opium-poppy is now cultivated. The only district in which it is not grown is that in which Ichang is situated. Some natives, however, assert that here also it is now grown, but only to a small extent. Of the other districts, Patung, on the confines of Ssŭchuan, produces the most and the best opium. The amount of poppy grown appears to lessen and the quality of opium produced to become inferior, as one comes eastward towards Ichang.

It is impossible to obtain any statistics or any authentic information as to the amount of opium annually produced in this part of Hupeh. An official report last year gave lbs. 266,667 as the quantity for the whole province. But very little is produced in other parts of Hupeh, and the above figures are said to understate very much the amount produced in this district. Many of the farms on which the crop is grown are situated in remote secluded vales difficult of access. In all cases, however, it is the farmer's interest to keep the amount and quality of his crop a secret.

The cultivation of the poppy is extending here, and not slowly. The harvest this year is said to have been a very good one, the opium being also of a better quality than usual. The amount in the market this year is said to be greater than that of last year by more than a half, but that of last year is said to have been exceptionally small. One European traveller described the hills for many miles about Patung as having been last spring perfectly gay and brilliant with the poppy flowers. All the Chinese merchants of Ichang also own that the crop raised this year was an unusually large one, and that the local production of opium is steadily increasing.

This opium, however, is mainly for consumption in the neighbourhood of the place where it is produced, and comparatively little finds its way to Hankow or any other Treaty Port. At least very little pays duty or tax ; but it is calculated by the officials that of all the opium taken away for sale not more than about one-fifth is carried honestly, all the rest being smuggled. Still it is probably nearly accurate to say that this part of Hupeh uses the opium it produces.

Indian opium is little used in this district, only mandarins and rich persons generally being able to indulge in the expensive luxury. It is considered better than the best native drug, and its use is consequently sometimes recommended by the Chinese doctors to patients who are confirmed invalids. Turkish and Persian opium seem to be known

in this neighbourhood only by name, and only to dealers. What little Indian opium is brought to this place is generally smuggled or pays duty at the native customs: last year none whatever paid duty at the Imperial Maritime Customs. But it is supposed that a considerable amount comes here, and is sold under the name of Canton, opium. The restaurants often advertise Canton and Yunnan opium, though experienced smokers deny that what is called by the former names comes from abroad or even from a neighbouring province.

The price of Indian opium is quoted at about 2*s.* or 2*s* 5*d.* an ounce (Chinese), and the best native drug is about 1*s.* 8*d.*, inferior kinds being about 10*d.* The prices, however, vary much from year to year and from season to season. This year prices are high, and the poppy-growers, opium-makers, and opium-dealers, are all said to have made unusually large profits.

Last year an official raid was made into a poppy-growing district. It was reported that the soldiers destroyed the crop and broke up the opium-making implements. This, however, was a feeble spasmodic act, and confined to a small district. It can scarcely be said to have given even a temporary check to the extension of poppy-growing, the farmers having laid out more land for that crop last spring than they had ever done before. Most of the officials here seem to look on the matter with indifference, or to consider it simply from the income point of view. No proclamation against the cultivation of the poppy or the use of opium has been made public in this district, so far as the writer knows, during the last two or three years. Yet the consumption of opium is by all admitted to be greatly on the increase in the whole of this Prefecture.

T. WATTERS, Consul.

H. M.'s Consulate, Ichang; July 27th, 1880.

From T. L. BULLOCH, Esq., Her Britannic Majesty's Acting Consul at Chinkiang, to the UNDER-SECRETARY to the GOVERNMENT of INDIA, Department of Finance and Commerce, dated Chinkiang, 20th September, 1880.

I have the honour to forward herewith a report on opium for the past year.

Opium Report, Chinkiang, 1879-80.

1. *Amount of Import.*—The following table gives the amount of import of each kind of opium at Chinkiang for year from the beginning of July 1879 to the end of June, 1880, compared with import for preceding twelve months.

Quantities are given in *piculs* of 133 lbs, avoirdupois:—

	1878-79.	1879-80.
Malwa...	8,157	8,089
Patna	878	718
Benares	1,169	1,527
Persian	867	704
Total ...	11,071	11,038

On comparing the import for the two years, it appears that, though the total import decreased 33 piculs, the import of Indian opium increased 130 piculs.

The increase in the import of Benares and decrease in that of Patna is said to be due to the Benares having its skin much cleaner, and to its always showing a much better weight.

The decrease in the import of Persian is doubtless owing (as stated by me in a special report) to a large proportion of it being less carefully prepared than in the preceding year.

The following table gives the import of each kind of opium for the six months July to December 1879, and for the six months January to June 1880:—

	July to Dec. 1879. Piculs.	Jan. to June 1880. Piculs.
Malwa...	4,304	3,785
Patna	444	274
Benares	785	742
Persian	377	327
Total ...	5,910	5,128

This shows a diminution of 782 piculs in the second half-year. The reason for it is said to be the strictness with which the suppression of public dens, or smoking saloons, has been carried out in the southern part of the district supplied with opium from Chinkiang. Without being able to say anything positively, I should think that this cause is not likely to be a lasting one; nor should I think that so great a diminution can be due to this one cause alone. It may have been in part caused by over-importation in the first half-year. I notice that in the preceding twelve months the import for the first six months was 5,741 piculs against 5,330 for the second.

2. *Prices.*—Average prices for year July 1879 to June 1880 were—

	Taels.
Malwa	565
Patna	475
Benares	455
Persian	440

These show a considerable rise, for prices in June 1879 were—

	Taels.
Malwa	560
Patna	420
Benares	400
Persian	435

And Malwa had risen in May 1879 from taels 530 to taels 560. These prices are given in Chinkiang taels: 100 Chinkiang taels equal 106 Shanghai taels. The average exchange of Shanghai taels for Mexican Dhollars is 73 for 100.

3. *Native Opium.*—None is grown in the neighbourhood of Chinkiang, nor is any appreciable quantity sold in the shops here. Opium from Honan and Shantung and (?) Shansi competes with foreign opium in the extreme north of the district supplied from Chinkiang, namely, the northern departments of this province (Kiang-su), and Anhui, the province bordering it on the west. It is said that there are very heavy crops this year in Shantung and Honan, and that though the opium is not yet in the market, the expectation of it is already impeding the sale of foreign opium in the said northern departments.

T. L. BULLOCH, Acting Consul.

H. B. M.'s Consulate, Chinkiang; September 21st, 1880.

APPENDIX W.

INLAND TELEGRAPH TARIFF.

No. 178 of 1880.

CHAMBER OF COMMERCE, BOMBAY, *6th July*, 1880.

To the DIRECTOR GENERAL of TELEGRAPHS in INDIA, Simla.

SIR,—I am directed by the Committee of the Chamber of Commerce to address you on the subject of the Tariff on Indian Inland Telegraph Messages.

The present charge of one rupee for 6 words is, it seems to the Chamber, exorbitant. Now that communication is extending so greatly, and that telegraphing all over the world is being brought within the reach of all classes, it is most desirable that greater facilities for using the telegraph should be offered to the public. In the United Kingdom, the charge for inland messages to all parts is one shilling for 20 words, and three pence extra for every 5 words additional. This charge includes the name of the sender and receiver, and delivery within one mile of the office: beyond that limit the charge is six pence a mile. In Germany, the charge for any distance is composed of the primary charge or tax of twenty pfennings for each telegram, and five pfennings for each word of not more than 15 letters, the address counting as so many words. The facilities thus afforded in these countries have resulted in the general use of the telegraph in matters of even the most trivial importance. If similar facilities were given in India, no doubt similar results would ensue, particularly if, in adjusting the scale for local messages, the comparatively smaller income of natives were borne in mind. If an adequate reduction were made in the tariff, the Committee believe that the natives would, from their habits and mode of doing business, resort much more generally than they now do to the use of the telegraph, and that the practice of telegraphing would enormously increase.

The Committee, therefore, respectfully submit, for the

consideration of His Excellency the Governor General in Council, the expediency of a reduction in the tariff for inland messages, and they suggest that the minimum charge should be 8 annas for 4 words, with one anna more for every additional word, and that as at present no charge should be made for the transmission of the address. For the economical working of the Telegraph Department, however, they at the same time beg to recommend that the practice which obtains in England of registering addresses be introduced into the inland system of India.

In submitting these suggestions, they desire respectfully to point out that the proposed charge will still be considerably higher than the charges for telegrams in the United Kingdom and on the Continent, and they sincerely trust that, although there may be some falling off in the revenue until the roduced tariff becomes generally known, His Excellency the Governor General in Council will cordially sanction a measure which will not only be a boon to the country, but which is urgently demanded by the great and rapid extension of communication of the times.—I have, &c.,

J. GORDON, Secretary.

No. 384T.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
Civil Works.
TELEGRAPH.

SIMLA, *5th October*, 1880.

To the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

SIR,—In forwarding the accompanying copy of a Resolution on the subject of the Inland Telegraph Tariff, I am directed by His Excellency the Governor General in Council to say that, if any facts can be adduced in contravention of those on which the conclusions arrived at by the Government of India in this matter have been based, His Excellency will be glad to afford them careful consideration.

2. Though unwilling to increase the burden on the general revenues, for the maintenance of the telegraph service, His Excellency would willingly forward any scheme for developing, and facilitating communication by telegraph

so long as it could confidently be adopted, without risk to the interests of the taxpaying community.

3. The registration of addresses is, I am to explain, already provided for by the rules of the department, which correspond closely with those in force in England.—I have, &c.,

G. F. L. MARSHALL, Captain, R.E.,
Assistant Secretary to the Government of India.

Nos. 373-381T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

TELEGRAPH.

SIMLA, *5th October*, 1880.

RESOLUTION.

Tariff on Inland Telegraph Messages.

Read—

Letter from the Government of Bombay, in the Public Works Department, No. 10T-653, dated 3rd July, 1880, to the Government of India.

Letter from the Bombay Chamber of Commerce, No. 178, dated 6th July, 1880, to the Director General of Telegraphs in India.

Letter from the Director General of Telegraphs in India, No. 453T., dated 27 July, 1880, to the Government of India.

Letter from the Bengal Chamber of Commerce, dated 21st August, 1880, to the Secretary to the Government of India, Public Works Department.

OBSERVATIONS.—The Government of Bombay remarks in its letter now read :—

"While on the subject of Telegraphs, I am instructed by His Excellency the Governor in Council to point out that the charges are extremely high in India. The charge for 20 words, exclusive of addresses, in Australia is only one shilling. The telegraphs belong to the Government of each Colony, and the receipts for through messages are divided according to mileage by a 'clearing house' arrangement. The distance covered is up to 3,000 miles. In one year, during which His Excellency the Right Honourable Sir J. Fergusson was in South Australia, the number of telegraphic messages in the Colony is believed to have been 50 per cent. of that of postal letters, the charges being one shilling and two pence respectively. It is, therefore, apparent that the cheapness of rate caused the telegraph to be used to an extent unknown in India, or even in the United Kingdom, in proportion to the population, the saving of time in so large a country being considerable.

"I am to state that, if the Government of India would allow the Government of Bombay to try the experiment of charging half a rupee for twelve or twenty words for *local* messages, guaranteeing the pre-

sent amount derived therefrom, His Excellency the Governor in Council believes the results will be remarkable."

2. The Bombay Chamber of Commerce represent that in comparison with the tariffs in force in the United Kingdom and in Germany, the tariff in India appears to them to be exorbitant, and suggests, for the consideration of Government, the expediency of reduction to a minimum charge of eight annas for four words, with one anna more for every additional word, no charge being made, as at present, for the transmission of the address.

3. The Bengal Chamber of Commerce urge that the experience of other countries has shown that a lowering of rates and a sliding scale of charges according to the length of the message has in no way tended to diminish the profit of their Telegraph Departments ; and on this ground they suggest a minimum rate of twelve annas for four words (exclusive of address, which would be free) and one anna for each additional word.

4. These proposals are based on two hypotheses, (I.) that the rates for telegraphic messages in India are unduly high, and (II.) that a reduction in rates would be followed by an increase in the traffic which would more than compensate for the immediate loss in revenue.

5. The Government of Bombay and the Bombay Chamber of Commerce contend that the Telegraph Tariff of India is unreasonably high, compared with the tariffs in force in other countries ; on this point there appears to be some misapprehension of the facts.

6. In Australia the charge, so far as can be ascertained, is one shilling for a minimum of ten words *within the limits of each Colony.* The inter-colonial rates vary from two to three shillings or more for a message of ten words, so that the Indian uniform tariff of one rupee with free delivery for five miles for distances which extend to 3,000 miles compares rather favourably than otherwise.

7. In Germany there is a fixed charge of 20 pfennige per message irrespective of length in addition to a word rate of 5 pfennige, and the address is charged for.

8. In Great Britain the minimum charge is one shilling, the number of words allowed twenty, the address is free, and a charge is made for delivery of six pence a mile beyond the first mile, and of a shilling a mile if the total distance exceeds three miles. The cost of a single rate message delivered at the average distance from the Telegraph Office at which Indian messages are delivered is one shilling and six pence.

9. In the United States of America the unit message is ten words, the address is free, and there is a charge for delivery beyond half a mile. The tariff is proportional to distance and varies from 25 cents to 1 dollar and a half for distances within 1,000 miles. For distances over 1,000 miles, between State and State, the rate is from 2 to 3 dollars.

10. The Government of India notices the admission made by the Bengal Chamber of Commerce that a fair comparison between results in England or in various countries of Europe and India is not possible, because the distances to be traversed here are, as a rule, so much greater ; but differences in extent alone form only one, and that not the most serious, of the difficulties in the way of making a fair comparison of the tariffs of different countries ; and, unless the climate, internal resources, average individual prosperity and social

conditions of the countries whose tariffs it is sought to compare be also taken into account, such a comparison must be altogether misleading.

11. The area of India is roughly eight times that of United Germany, and thirteen times that of Great Britain. The greatest distance a messages can be transmitted in England is about 500 miles ; in India upwards of 3,000 miles. In Great Britain there is a temperate climate, a population dense, self-governing, and very wealthy, inhabiting a small area ; it is a centre of trade, of science and of manufacture, where every appliance of a telegraph is locally made and procurable at very short notice, technical knowledge is there cheap and always available, and consequently a telegraph can be established there at a minimum cost and maintained with the least possible difficulty and expense.

12. In India there is, on the other hand, a tropical climate injurious to the materials of which a telegraph is composed, a country vast and in parts still almost unopened ; a population poor, and in the mass ignorant, to whom the telegraph is an exotic ; a country that requires to import the greater portion of the material and technical appliances for its telegraphs, and also its principal technical supervision, where it is necessary to keep large stocks of stores at great cost ready for emergencies, and where consequently a telegraph can only be established at very high cost and maintained with difficulty and expense.

13. In the United States, notwithstanding the advantages in climate, appliances, and in the character and means of the inhabitants as a whole, the tariff is considerably higher than in India, and it appears to the Government of India that the moderate simple tariff of one rupee for six words for all distances up to 3,000 miles, with free address and free delivery up to a distance of five miles, compares very favourably with the tariffs in force in other more fortunately-situated countries.

14. It is urged, however, in support of the proposal for a reduction in telegraph rates that the adoption of a very low tariff is the only means of securing an adequate revenue ; but this contention is not borne out by experience, and the Government of India, with the information before it, is forced to the conclusion that, while in no country and under no circumstances have reductions of the telegraph tariff resulted in a net gain, the instances are rare, in which such reductions have not resulted in a loss of revenue.

15. At the commencement of the present year the Government of India, in order to obtain the benefit of an uniform tariff throughout the dominions administered by it, reduced the tariff between India and Burmah from Rs. 1-8 to Re. 1 for six words. The experience of three months' working of this tariff is reported to be that not only has the average cost per message been reduced in exactly the same proportion, showing that there has been no increase in the length of messages, but the number of messages transmitted so far from showing any equivalent increase has absolutely decreased. The decrease is doubtless due to stagnation of trade, but it serves to bear out the contention of the Telegraph Department in this and other countries that the telegraph traffic follows, particularly in its augmentations, the

fluctuations of trade, and that it is influenced by the tariff only in a very secondary degree.

16. In the force of these experiences it is obvious that the Government could not look forward with any confidence to obtaining under a reduced tariff any increase in the net revenue, or even to the maintenance of the present net revenue of the Telegraph Department.

17. A low *uniform* tariff is obviously inconsistent with a still lower *local* tariff, and the Government, as at present advised, is not disposed to abandon the important principle of uniformity. The most essential feature of a telegraph tariff is, that it shall be simple, intelligible to all and easy in its application, so that the public shall themselves be able readily to calculate the payments due under all circumstances, and to verify the correctness of the charges made by the departmental employés. The present tariff appears to thoroughly fulfil these conditions.

18. The Government of India has quite recently had the question of a reduction of the Inland Telegraph tariff under consideration, and is fully alive to the advantages to be anticipated from such a measure when it can be introduced without retarding the progress of the Telegraph Department towards commercial solvency. There are undoubtedly conditions under which it might be a just and wise policy to fix the charges for telegraphic inter-communication at so low a rate that the cost of the administration must exceed the revenue, but such conditions only exist in India at present to a limited extent if at all, and the Government of India is not prepared to adopt any revision of the tariff, the effect of which would be to burden the general revenues in order that the senders of telegrams might be enabled to transmit them at a lower rate than the cost price.

19. The introduction and maintenance of the telegraph system in India has proved in the past extremely costly; and for very many years the general revenues of the country have suffered to provide for the maintenance of an institution from which, apart from its administrative and political value, only a very limited section of the community has reaped the benefit; and the time has now come when the Government may reasonably expect that the yearly expenditure of the department, including interest on the capital, shall be covered by the receipts from the public, *plus* the value of the messages despatched on the service of the Government itself.

20. With the existing tariff the Telegraph Department is now at length beginning to pay its working expenses, but the increased revenue of recent years is in great measure due to exceptional and temporary causes, and, although the stimulus given may not be altogether barren of permanent results, a continuance of the traffic at the present rate cannot be calculated upon, and it is improbable that the net revenue will for many years to come be sufficient to cover the working expenses in addition to interest on the capital invested. But in any future modification of the tariff that experience may show to be desirable, this object must be kept steadily in view.

21. The Capital Account of the Telegraph Department includes numerous items, such as charges consequent on military expeditions, cost of temporary and abandoned lines, &c., &c., which are either properly chargeable to "revenue," and should have been charged off in the year in which they were incurred, or which have not added to the permanent value of the plant The Government does not expect

that the Telegraph Department should earn interest on a capital thus improperly inflated: and the Capital Account of the Telegraph Department should be carefully scrutinized with a view to the elimination of such items and to the arrival at a fair valuation of the lines and appliances as they now stand, in communication with the Accountant General of the Public Works Department.

22. On the capital value thus arrived at, the Government expects that the telegraph revenue shall yield a fair interest after paying its working expenses. When the revenue shall be found to yield more than sufficient to cover these charges, the Governor General in Council considers that such surplus may properly be applied to reducing the tariff in the interest of the senders of messages, and will be prepared to consider favorably any proposals that may be put forward with that object.

ORDER.—Ordered, that a copy of this Resolution be communicated to the Director General of Telegraphs in India for information and guidance, in reply to his letter No. 453T., dated 27th July, and to the Accountant General, Public Works Department, for information and guidance:

That a copy of this Resolution be sent to the Government of Bombay in the Public Works Department for information, in reply to its letter No. 10T-653, dated 3rd July, 1880:

That copies be sent to the Chambers of Commerce in Bombay and Bengal, in reply to their letters dated 6th July and 21st August respectively, and to the Chambers of Commerce in Madras, Rangoon, and Kurrachee for information:

And, further, that this Resolution be published in the Supplement to the *Gazette of India*.

A. FRASER, Major-Genl., R.E.,
Secy. to the Govt. of India.

No. 284 OF 1880.

CHAMBER OF COMMERCE, BOMBAY, *15th Dec.*, 1880.

To the SECRETARY to the GOVERNMENT of INDIA, Public Works Department, Telegraph, Calcutta.

SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 384T., dated 5th October last, forwarding copy of a Resolution of the Government of India on the subject of the Inland Telegraph Tariff.

In reply they desire me to say that the question of lowering the rates in India must stand, as the Government of India contend, on its own merits, and in arguing that the rates now charged are excessive the Chamber did so on the assumptions that if lowered the convenience of the public will be consulted—the development of trade will be assisted,—

and the revenue will not permanently suffer. Comparisons with the rates adopted in other countries are only useful to show that low rates are found to pay elsewhere. The benefits of the telegraph systems for commercial purposes are now beginning to be appreciated by the natives, and it may be confidently predicted that a little incentive, such as lowered rates, granted at the present time would lead to a great increase in telegraphing.

The extent of India as compared with England is urged as an argument against the lowering of rates, but it appears to the Chamber that either this argument is unsound, or the present system of charging short distance messages at an excessive rate is utterly wrong.

As to the climate affecting the materials, &c., it may be submitted that in other countries the damage done by storms of wind and snow is at least as great in proportion as any damage done in this country, and, even were it not so, the lines, quite apart from commercial and general public considerations, would have to be maintained on political grounds.

The proposal to capitalise the value of all the lines of India, and try to raise a revenue on the capital so ascertained, although at first sight it seems quite fair, appears to the Chamber to be based as fallacious arguments. Many lines have been constructed for political purposes, and probably the number of public telegrams which would pass over them would remain stationary, but it is on the main lines between large commercial centres where a great increase in telegraphing may be looked for and the proportionate gain to those lines would probably very much exceed the loss on the other lines. With regard to the loss of public revenue to a large extent this would be nominal in so far as the other Government departments using the telegraph would be considerable gainers.

As to the gratuitous delivering of messages in this country within a radius of five miles from the receiving station, the conditions are in this respect peculiarly favourable. For two annas or less a messenger can easily be obtained in this country to carry a message almost any distance, but if necessary, a separate charge might be imposed for distances of more than two miles from the telegraph office.

In the Government Resolution the very heavy extra charge

for messages exceeding six words is ignored, and, even if no other concession is made, there ought to be some re-arrangement as to the charge for such messages. The simplest and most intelligible system would be the one suggested by this Chamber, viz., one anna a word for every word in excess of those allowed.

In conclusion, the Committee desire me to express their hope that at least the experiment suggested by His Excellency the Governor of Bombay that the Government of India should allow the Government of Bombay to reduce the charge to half a rupee for 12 or 20 words for local messages on their guaranteeing the present amount derived therefrom will be favourably re-considered by the Government of India. If it were adopted, the revenue of the Telegraph Department would not suffer, and an opportunity would be given of testing the question of the effect of lowering the rates without risk of loss to the department.—I have, &c.,

J. GORDON, Secretary.

APPENDIX X.

PROPOSED SYSTEM OF RAILWAYS FOR THE SOUTHERN MAHRATTA COUNTRY.

No. 2524 OF 1880.

PUBLIC WORKS DEPARTMENT (RAILWAY),

BOMBAY CASTLE, 12*th October*, 1880.

From the ACTING UNDER-SECRETARY to GOVERNMENT to the SECRETARY to the CHAMBER of COMMERCE.

SIR,—I am directed to forward, for the information of the Chamber, Government Resolutions No. 2188 and accompaniments and 2336 of 1880, treating on the proposed system of Railways for the Southern Mahratta Country, and shall be glad to be favoured with the views of the Chamber as to the lines most likely to prove convenient for commercial purposes.—I have, &c.,

J. M. CAMPBELL, Major, R.E.,
Acting Under-Secretary to Government.

No. 2188 OF 1880.

P. W. DEPARTMENT (RAILWAY),

BOMBAY CASTLE, 28*th August*, 1880.

From the Commissioner Southern Division, No. 1534, dated 17th July, 1880.

Submits, with reference to Government Resolution No. 3136 of 1879, report by the Collector of Kaladgi, with his remarks thereon.

Memorandum by the Consulting Engineer for Railways, No. 4780, dated 12th instant.

On the proposed Railway to Bagalkot and other lines in the Southern Maratha Country.

RESOLUTION.—These papers should be printed and communicated to all Departments.

2. In view of the direct possibility of relief works having to be undertaken in the Southern Deccan, Government give the preference to the extension of the Bombay Eastern Deccan line to Bagalkot, as it would become immediately

available for labour, and rails might be laid down upon the portion of which the earthworks are already completed.

3. The section from Barsi Road to Pandharpur should also be surveyed, as it would be a profitable undertaking as a branch line, and might form part of a line southwards to Bijapur or Bagalkot in substitution for that from Hotgi.

4. The Political Department should call on the Political Agent, Kolhapur, to ascertain if that State is prepared to contribute a sum of Rs. 50,000 towards the survey of a line from Dhond by Satara, Kolhapur, and Belgaum to Dharwar, or such sum as would be the fair proportion of that State.

G. W. OLDHAM, Major, R.E.,
Acting Under-Secretary to Government.

No. 264 B.

ENGINEER-IN-CHIEF'S OFFICE,
AHMEDNAGAR, 21*st October*, 1879.

To the CONSULTING ENGINEER for RAILWAYS, Bombay.

SIR,—I have the honour to forward you herewith a report on the location of the Bombay Eastern Deccan State Railway from Hutgi to Gadag, a tracing showing the proposed alignment, and an approximate estimate of completing the line for fair-weather traffic, from Hutgi to Chimulgi, on the north bank of the Krishna, a distance of about 90 miles.

2. If the line is to be constructed and opened in sections, it is advisable that the first section undertaken should extend from Hutgi to Chimulgi. From the former place to Bijapur the country is very poor and produces little to export. South of Bijapur there is the fertile valley of the Don which is a rich grain district, and the line between Bejapur and Chimulgi would intercept the very considerable traffic that now goes through Talikoti, Bagevadi and Mangoli to the trading centre of Hutni.

3. A station at Chimulgi, if a good ferry was kept up across the Krishna, would attract the cotton and other produce exported from Bagalkot, which is the chief trading centre of the district, and also that of the important town of Hungunda, another cotton centre. It might also be expected to attract some of the cotton from the Dharwar Districts which are only about 40 miles distant.

4. Bagalkot is about 15 miles south and Hungunda about 24 miles south-east of Chimulgi.

5. The section to Chimulgi might thus be expected to have a very considerable traffic, the earnings from which would exceed the working expenses, and this result could not be looked forward to by stopping the line short of this place.

6. The estimate is based on the assumption that the line in the first instance would only be constructed for fair-weather traffic.

7. The preliminary expenses—Land, Earth-work, Ballasting, Per-

manent-way and Rolling-stock—would all be as for the permanent line; but the stations and offices and staff quarters would only be of a semi-permanent nature and incomplete, the workshops and station machinery would be incomplete, and there would be *no bridging except over the dry-weather channels of the Bhima and Don Rivers.*

8. The total of the estimate amounts to Rs. 28,12,674 or about Rs. 31,252 per mile.—I have, &c.,

ALEXANDER IZAT, Engineer-in-Chief,
Bombay Eastern Deccan State Railway.

REPORT ON THE PROPOSED LOCATION OF THE BOMBAY EASTERN DECCAN STATE RAILWAY.

1. The line begins at the Great Indian Peninsula Railway station of Hutgi, 9 miles to the east of Sholapur. Hutgi is a small unimportant village, and has been selected for the junction solely because it is the nearest point on the Great Indian Peninsula Railway to Bijapur, and affords an easy approach to the crossing of the Bhima River. At some future period, as the traffic develops, it may be worth considering whether it would not be advantageous to continue the line to Sholapur and have the break of gauge there, instead of at a small road-side station.

For junction arrangements at Hutgi there is ample space and the ground is well adapted, being level and high, with a hard moorum soil. Water, it is believed, will be obtainable by sinking a well in a small nala, about a quarter of a mile to the east of the station.

2. After crossing the small nala above referred to, the line gets on to a ridge and adheres to it for about 8 miles, to near the village of Jowalgi. This ridge is fairly straight and flat, and the work in this length will be very light.

3. From Jowalgi to Todoleh the country is more broken, and between these places three small bridges will be necessary. One of these will be over the Jowalgi nala, the second over the Kehgan nala, and the third near Todoleh.

4. At Todoleh it is proposed to have a station, which will be situated at a short distance from the village. The ground and gradients are fairly suitable for this purpose and water is available. This station will be distant about 12 miles from Hutgi.

5. From Todoleh the line runs in a straight line to the north approach of the Bhima crossing, between Khanapur and Parner.

6. The banks of the Bhima at the crossing are well defined. The north bank is above high flood level and the south bank nearly so. The floods rise about 47½ feet above low-water level. The length of the bridge that will be necessary will be about 2,000 feet and the height about 70 feet. Owing to the lateness of the season when the staking out of the railway was begun, it was impossible to get borings taken in the bed of the river, but in 1873 when a prilimi-nary survey of this line was made by Mr. Morse, Assistant Engineer, that officer took borings in the river bed near this place, and found hard yellow moorum at a depth of 20 feet below the bed. A little above the site of the bridge the north bank of the river consists of a

hard moorm cliff, and it is very probable that this material will be found at no great depth below the bed at the bridge site.

7. To the south of the Bhima the country rises very rapidly, and high ridges are met with about half a mile from the river bank. The line skirts the base of one of these ridges and rises steadily till it reaches the small valley in which lies the village of Latchan. Here, water being plentiful and the gradients favourable, it is proposed to have a station. Latchan is distant about 8 miles from Todoleh.

8. After crossing the Latchan valley the line turns south, to get on a flat even ridge to which it adheres till it approaches the village of Chorgi. On this ridge, at a point about 6 miles south of Latchan, it is proposed to give a station for Indi. A road metalled with moorum, connecting Indi with Halsangi, crosses the line at this place, and it is understood that during the dry season a considerable amount of traffic passes along this road. Indi is a town of about 4,000 inhabitants, and is the largest in this part of the district. Endeavours were made to locate the line close to the town, but the fall from the top of the ridge separating it from Latchan was so great, and the ground was so rough that the gradient of 1 in 100 could not be easily worked to.

9. From Chorgi to Nimbal the country is very undulating; although rising steadily to the south, and several minor water-ways have to be crossed. The cuttings on this length will be hard, but neither very deep nor very long, and the earthwork generally will not be heavy.

10. A station is required a little to the north of Nimbal, and endeavours will be made to locate it near the north bank of Nimbal nala so that there may be no difficulty about water. Its site has not yet been definitely fixed. Between Hutgi and Nimbal the line had all been finally staked out and the earthwork began and very nearly completed at the date of the inspection of the Engineer-in-Chief.

11. South of Nimbal nala the line will be carried on a narrow hard ridge with a rising gradient of 1 in 100 for about 3½ miles till the summit level is reached a little to the west of the village of Katankeira. This is the highest elevation attained between the Bhima and Bijapur. From this point to the Bhima is nearly one continuous rise, there being only a few level lengths inserted in crossing the valleys. The ground in the vicinity of Katankeira is rough and precipitous, and the ridge has to be closely followed or the work would be very heavy and expensive.

12. From Katankeira to the Teeleehal nala, a distance of about 5 miles, the ground falls continuously and most of this length will be on a grade of 1 in 100. The earthwork will be light, and not more than 1 or at most 2 culverts will be required.

13. The Teeleehal nala is a considerable stream, but the crossing is a good one and has a hard moorum bed.

14. To the south of the Teeleehal nala and between it and the Kunbal nala a station will be situated, water will be plentiful, but the soil is black and soft for some depth.

15. The Kunbal nala is a broad shallow stream with a sandy bed, but it is believed moorum will be met with at no great depth below the bed.

16. Three miles south of the Kunbal nala the Hingnal nala is

crossed a little to the west of the village of that name. The crossing is a good one, rock cropping up on both banks.

17. From this point the line will run along a straight flat hard moorum ridge for about 6 miles to the east side of the town of Bijapur.

18. It may here be remarked that the country between Bijapur and Hutgi is a series of bare hard moorum ridges, and the only good soil passed lies for a short distance on each bank of the Bhima river and between the Teeleehal and Hingnal nalas. There are also small patches in the Latchan and Chorgi valleys. The rest of the country consists of a hard and dry moorum soil from which in places a scanty crop is obtained during the wet season.

19. Bijapur station, it is proposed, should be situated on the high ground near to the town wall on the east side at the Allapur gate. Here, it is believed, there will be no difficulty about water, and the ground is open and high and well suited for building purposes.

In the town of Bijapur and its suburbs there are about 13,000 inhabitants. These live in detached groups of houses scattered all over the large area enclosed within the town walls. The west end of the town however seems the most thriving, and had the nature of the ground been favourable it would probably have been better to have had the station on this side instead of on the east of the town.

20. Leaving Bijapur station the line will keep close to the town wall till it reaches the detached village of Abrahampur on the ridge to the south of the town. From this it will keep for some distance towards the west so as to allow of an easy gradient being obtained in descending from the ridge to cross the Begum tank nala. Having crossed the latter it will be carried along the high ground to the west of the Bijapur-Kaladgi road till it approaches the Don river. On this portion, from the Begum tank nala to the Don river, it will not be advisable to adhere closely to the ridge, but the line can be so located as to have easy grades, light earthwork and no bridging.

Mr. Scott in his first survey ran his line direct from Abrahampur to near Joomnal, keeping some distance to the east of the Bijapur-Kaladgi road, as far as Amgunhally. This line gave a long steep descent from Bijapur to the Begum tank nala, and crossed a lot of drainage and rough ground, which the route proposed above will avoid.

21. Alongside the public road, near to the village of Sawanhulli, a station will be required.

22. The crossing of the Don river is a subject which requires further investigation. The river has a drainage area of about 400 square miles. Its banks are low and channel not very wide, and when in flood it inundates a considerable tract of land. Its bed is of mud. Borings have been taken at the crossing selected by Mr. Scott, which is close to that of the public road, and these show that no hard bottom exists till a depth of about 30 feet below the bed is reached. About half a mile east of the road, crossing a stratum of hard moorum runs from the village of Sawanhulli to within about 500 feet of the river. Here, where the moorum seems to stop suddenly, the ground is about the same level as that of the bank of the river, and must be under water when the river is flooded. Taking into consideration that the river bank is very low, not higher than 10 feet, that the channel it very tortuous and has the appearance of having altered its course as

different times, it is believed it will be neither difficult not expensive to divert the channel.

It is proposed, therefore, to consider the feasibility of diverting the channel over the moorum stratum above alluded to and there fixing the crossing for the Railway, so that the cost of bridging the river may be made cheap and easy.

23. South of the Don the line will be carried as directly as possible to the ridge on the east of Moolwar. The approach to this ridge will be steep, and there will be a short length of somewhat heavy earthwork, but once on it the work will be light and easy.

This ridge is very narrow, the ground falls precipitously from it on each side and is very rough.

24. A station will be given near Moolwar which is a large village. This station will also serve the town of Mangoli, which, it is understood, is of some commercial importance. No water is obtainable here. Moolwar is situated in a low valley on one of the tributaries of the Krishna, and there is no possibility of taking the line into this valley.

From Moolwar to Teelgee, the line will be carried along the ridge to near the latter place. Its alignment at two places in this length will be somewhat tortuous, but this cannot be avoided without getting into very difficult ground. All the valleys leading off this ridge fall rapidly and precipitously away from it and have high hard spurs dividing them, so that there would be no possibility of taking the line over them in the direction required and adhering to a gradient of 1 in 100 without going to very great expense.

25. The fall into the Teelgee valley is less rapid, and here the line must leave the ridge, so that a station site where a good water-supply will be available may be obtained. Between Teelgee and Bijapur, a distance of about 24 miles, there will be no water suitable for engine purposes. At Sawanhulli, it is believed, the water is brackish. Don river water is decidedly so, and from the Don to Moolwar no water fit for drinking purposes can be got.

The lands of Moolwar village extend to the south bank of the Don, a distance of about 6 miles, and although the richest lands are those in the 3 miles nearest the river all the cultivators live at Moolwar, which is separated from the Don valley by a high ridge, almost entitled to the name of a low range of hills.

26. After crossing the Teelgee valley, the line will follow a rich highly cultivated ridge leading to the crossing of the Krishna river at Chimulgi. This ridge is very flat with a general descent towards the Krishna.

27. At a point 3 or 4 miles north of the Krishna, the geological formation of the country changes. From Hutgi south to this place nothing but Deccan trap is met with, but here large boulders of whitish grey granite crop up in great numbers, and will afford a splendid building material for the Krishna bridge. From this point south to the Mulprabha the geological formation varies, and splendid building stones of granite, gneiss, sandstone, quartzite, clay slate, and laminated limestone are obtainable.

28. Chimulgi will be a suitable place for a locomotive station. It is distant about 90 miles from Hutgi, and about 70 from Gadag. A good site for a station and for staff quarters can be selected to the north-east of the village, where the soil is granitic moorum. Water may have to be pumped from the river. The village of Chimulgi is a

large one, and there are several small towns of some importance at no greater distance from it.

29. The north bank of the Krishna at the crossing selected by Mr. Scott is well defined, but the south bank is low and inundated for a distance of about 3,000 feet from the river bank.

The crossing cannot therefore be considered a good one, and further search for a better site will have to be made.

The floods at the crossing rise to a height of about 52 feet, and spread to a width of over 5,000 feet.

30. From the south bank of the Krishna to Geedrunkoonta the country is easy, the soil being chiefly granitic moorum and red loam; but from the latter place to Khalemuttee a low range of hills, chiefly composed of quartzite, has to be crossed. The north face of these hills is somewhat broken and cut up by ravines, and here there will be some heavy work for about 1½ mile in length. The south face of the hills has a uniform unbroken slope, and the line can easily be carried along this.

31. A crossing station may be required either at Khalemuttee or Geedrunkoonta as may be found most convenient.

32. From Khalemuttee to within a mile of Bagalkot, a rich highly cultivated valley is crossed in which two or three considerable streams will have to be bridged.

33. At the latter place the river Ghatpraba flows through a gorge in the hills, and through this gorge the line will also be carried, care being taken to keep formation well above highest flood level of the river. The bed of the river and the sides of the hills at this place are composed of quartzite rock, which forms a wide dyke running across the gorge and up the hills on each side.

34. Immediately to the south of the gorge a large nala is met with, the bed of which is believed to be rocky. This nala passed, there is an easy approach through rich fields to Bagalkot.

35. A good site for the station at this place will be obtained close to the turn towards the south-east and near to the Bagalkot-Goolud-goodapeit road.

36. Bagalkot is a large thriving town with about 13,000 inhabitants, and is the most important place commercially in the Kaladgi District. The trade in cloth is said to be considerable, and a large cotton traffic passes through it from the District of Hoonugoonda. The country in its vicinity, and generally between the Krishna and Mulprabha rivers, is a splendid grain country, and one of the striking features in it is the numerous stacks of kurbee found around all villages.

37. Towards the south of Bagalkot the line will rise steadily over a rich black soil country for 4 or 5 miles till it enters amongst the low hills near Neerlehgee. In passing through these hills no great difficulty will be experienced, and no heavy work will be entailed. From Neerlehgee endeavours will be made to locate the line direct *vid* Khajeeboodeeal and thence onward to Moochilgoodee. The country is open as far as the latter place, but very undulating.

38. A station for Kattegiri will be required near Khajeeboodeeal. Kattigiri at one time must have been a place of some importance. It is still a large village with an inner and outer fort.

39. The line actually surveyed by Mr. Scott, at the time of the

Engineer-in-Chief's inspection, turned towards the west from Neerlehgee to Shooleekeeri and thence to Kutteegeeree. There would be no very heavy work on this, but distance will be saved by adopting a route *via* Khajeeboodeeal. Probably the best route for the line from Bagalkot to Kutteegeeree would have been *via* the village of Mootebkundee and following the valley of the nala which passes near that place, but the Irrigation Department have already occupied this ground and are constructing a large tank near Mootebkundee.

40. The stream to the south of the Khajeeboodeeal has a wide sandy bed.

41. From Moochilgoodee the line will traverse a pretty but an easy country, surrounded by low hills, covered with vegetation as far as Hadgal, near which a station for the taluk town of Badami will be required.

The hills at and around Badami are composed of red sandstone, which is exposed in vertical cliffs extending from the bottom to the top of the hills.

42. The valley south of Hadgal to Lukmapur is slightly undulating, but presents no difficulties. The soil is composed of a red sandy loam, which is highly cultivated. Water is plentiful and near the surface.

43. At Luckmapur, the hills to the north of the Mulprabha are met with. The pass at this village is the lowest and most favourable place for crossing them. The approach from the north is easy, and the descent into the Mulprabha can be accomplished with a grade of 1 in 100 by skirting the slope of the hill, which is regular, and without having heavy work. The top of the pass is composed of quartz rock. Endeavours will be made to get over this without cutting, which would be expensive.

44. The crossing of the Mulprabha river will require further investigation. Three crossings were examined, one at Damnihal, one at Jukapur and one at Heblee. That between Jukapur and Alloor appeared the best. Here the river is confined at one channel and runs in a straight reach, and granite boulders crop up in the middle of the bed, and the crossing altogether seemed favourable.

That at Heblee, which was chosen by Mr. Morse, is a decidedly bad crossing, the bank on both sides of the river being very low and subject to inundation.

The Damnihal crossing has hard granitic moorum on the north bank, which is high but is situated on a bend of the river, and the south bank is inundated during floods.

From Hadgal to the Mulprabha, Mr. Scott surveyed other two lines, one was taken to Badami and from thence to a pass over the hills north of Damnihal. The work on this pass would be much heavier and more expensive than that at Lukhmapur, and nothing would be gained in the length of the line.

The other survey followed the Badami valley to Talleskode, where it was proposed to cross the Mulprabha and carry the line on to Gadag *via* Billoor, Jalihal and Roan. This route would have crossed a large amount of drainage to the south of the Mulprabha, the bridging of which would have been very expensive.

As above stated, it is believed, the best crossing for this river will be found near to Jukapur and Alloor.

45. South of the Mulprabha, the rich black cotton soil plains of Dharwar are entered upon. These extend the whole distance to Gadag about 28 miles. The line will here be carried on the water-shed between the Bennee and the Heera nalas. This water-shed is wide, flat and straight, with a general rise towards the south, and railway construction along it will be particularly simple and cheap.

This immense cotton soil plain, however, has one serious disadvantage, and that is, the absence of good water. The water of all the wells is salt and brackish, and all the village people, except those living immediately on the banks of the Heera nala, drink brackish water.

46. It is proposed to have a station on the south bank of the Mulpraba at Alloor, another near Arrawonchee, and another close to the large village of Ballaganoor.

A famine road metalled with moorum has lately been constructed from Roan past Mallapur to Navalgund, and the place at which the railway crosses: this suggested itself as a proper site for a station, but the distance from Alloor and Gadag is unsuitable, and the arrangement proposed above will be found more convenient for the working of the traffic.

47. The line will join the proposed Karwar-Bellary Railway immediately south of Gadag and a little to the west of Gadag nala, so that one bridge over this stream may serve both lines.

The site proposed for Gadag station on the Karwar-Bellary line will be adhered to. It is suitably situated on a well drained high piece of ground, composed of granitic moorum, lying between the towns of Gadag and Butgeeree, and equally conveniently approached from both places. Good sites for staff quarters will be available, and water is abundant. As Gadag will be an engine as well as a large goods station these advantages are most important.

Nature of the soil and country.

48. As before noticed the country between Hutgi and Bijapur consists chiefly of a series of bare hard moorum ridges with a few patches of rich cotton loam at the bottom of the valleys.

South of Bijapur the country is more fertile and as far as Mulwar is highly cultivated. The Don Valley is a rich belt of deep black soil.

From Mulwar to Teelgee a series of moorum ridges again occurs; but from the latter place to the Krishna river is a fine tract of black soil.

Between the Krishna and Mulprabha rivers the scenery of the country quite changes and consists of wide fertile valleys divided from each other by low hills. These hills are covered with low jungle. To the east of the Mulprabha lies the extensive cotton soil plain of Hoonugoonda.

South of the Mulprabha to Gadag are the rich cotton plains of the Dharwar District.

Gradients and curves.

49. A ruling gradient of 1 in 100 will be adhered to and no curves, except those near hills, which will be 1,300 feet radius, will be less than 2,000 feet radius.

Bridging. 50. There will be three very large bridges across the Bhima, Krishna, and Mulprabha rivers.

The minor bridging will be extremely light and inexpensive.

Stones. 51. From Hutgi to within three miles of the Krishna nothing but Deccan trap is available.

Near the Krishna crossing large granite boulders, which make splendid building material, are found.

At Eetal, about 8 miles south of Chimulgi, on the east bank of the Ghatprabha, dark clay slate slabs of any size can be got.

Around Bagalkot lime-stone of the same nature as the Shahabad stone of the Great Indian Peninsula Railway is found.

A very fine compact white sandstone is quarried near Gooludpeit. This stone is well known throughout the district and is carted to considerable distances. At Moochilgoodee and Badami a dark red standstone occurs in great masses.

On the south bank of the Mulprabha, standstone which quarries in large slabs exists near the village of Heereenasaree.

At Habbeegeeree about 9 miles east of Ballaganoor and at Hatulgeeree about 4 miles east of Gadag fine slabs of gneiss can be got.

South of the Krishna, building stones are thus abundant and of good quality, and by further enquiry no doubt many other places than those mentioned above will be found at which good quarries may be opened out.

Kunkur. 52. This is everywhere plentiful.

Sand. 53. Sand of a fairly good quality is obtainable in nearly all nalas.

Ballast. 54. Shingle ballast is obtainable from all nalas. Between the Krishna and the Mulprabha, the low hills, which are there met with, are covered with round stones of quartzite. These will not cost much to break into first-rate ballast.

Firewood. 55. All the low hills between the Krishna and the Mulprabha, and a large tract of the country betweet the Kharleemuttee hills and the Ghatprabha are covered with low jungle of hard woods, very suitable for firewood. In this district, therefore, this material will be plentiful, and it is believed that if these hills are properly conserved a supply of fuel sufficient for working the traffic of the line might be obtained from them. It is suggested, therefore, that the Forest Department should be moved to take the conservation of these tracts in hand with a view to the supplying of the railway with fuel after it is constructed.

In the other districts through which the line passes firewood will be very scarce.

ALEXANDER IZAT,
Engineer-in-Chief, Bombay Eastern Deccan State Railway.

Dated Ahmednagar, the 14th October, 1879

BOMBAY EASTERN DECCAN STATE RAILWAY.

ABSTRACT OF COST

Of 90 miles of fair-weather line between Hutgi and Chimulgi.

Items.		Rupees.	Total Rupees.
I.	Preliminary Expenses	.....	40,000
II.	Land	.....	30,000
III.	Construction of Line—		
	Earthwork	3,94,416	
	Bridge-work	20,000	
			4,14,416
IV.	Ballast and Permanent Way—		
	Ballasting	1,40,348	
	Permanent way	11,64,870	
			13,05,218
V.	Stations and Buildings—		
	Stations and Offices	26,000	
	Workshops—Store Buildings ...	30,000	
	Staff Quarters	50,000	
	Station Machinery	62,600	
			1,68,600
VI.	Plant—		
	Engineering	40,000	
	Station and Office Furniture ...	20,000	
			60,000
VIII.	Rolling Stock—		
	Locomotive Carriage and Wagon }	.....	5,40,000
IX.	Establishment	.....	2,54,440
	Tatal of Estimate Rs...	.....	28,12,674

ALEXANDER IZAT,
Engineer-in-Chief, Bombay Eastern Deccan State Railway.

Dated Ahmednagar, the 21st October, 1879.

Extract from Demi-official Note of Mr. Izat's, dated 11th Dec., 1879.

I have gone over the route for this line with Mr. Buyers from Bijapur to a point about 7 miles south of this and shown him generally where it should be located.

This will keep him at work for about the next three months.

We stayed two days at the Krishna and carefully inspected the river for about 6 miles down-stream. We have selected a crossing about 3 miles east of the point Scott's line crosses. This latter was altogether impracticable, there being from 10 to 12 feet of water for a width of about 1,500 feet in the bed of the river at this place all the year round.

At the crossing we have selected, which is between the villages of Almuttee and Alloor, rock crops up all across the bed, and in the dry weather the water will not be more than 2 or 2½ feet deep, and that for only 2 or 300 feet. The remainder of the bed is dry with rock all over. At present the water is about 3½ feet deep at the deepest point. This rocky barrier, where we propose to cross, is what dams back the

water at Scott's crossings and causes a fine wide deep reach in the river for 4 or 5 miles up-stream.

There will be no difficulty in putting down a diversion across the river here in the dry weather, and the still deep water above the crossing will suit admirably for a ferry during the rains.

The approaches to the bridge on both sides will be good. From Teilgee, on the north, the line will he carried on an easy open ridge right down to the north bank of the river at Almuttee.

Altogether between Bijapur and the Krishna the line will be very easy and can be cheaply constructed. Between the Krishna and Bagalkot there will however be about 2 miles of rather heavy work in crossing the Kharlemuttee Ghat.

No. 1534 OF 1880.

PUBLIC WORKS DEPARTMENT (RAILWAY).

POONA, 17*th July*, 1880.

From ARTHUR CRAWFORD, Esq., Commissioner, Southern Division,
To Major G. W. OLDHAM, R.E., Acting Under-Secretary to Government.

SIR,—Referring to para. 3 of Government Resolution No. 3136 of 5th December 1879, I have the honour to forward an exhaustive and elaborate report by the present Collector (who has had a lengthened experience of Kaladgi) on all the points mentioned by Government. I was unable, from press of other important duty, to visit the District last season, and my former experience of it dates from many years ago. I cannot, therefore, do better than accept Mr. Middleton's views of the case so far as the requirements of his District are concerned. But I must go further and deal with the question as part of the still larger question of a railway system for the Southern Maratha Country, not merely for the development of a rich country and its resources, but as a preventive of the awful scourge of a famine in the midst of plenty which was the case with all that tract along the Eastern Frontier in 1876-77 and 1877-78.

2. It may be broadly but confidently asserted that hundreds of thousands of people died, because there was no railway communication to convey grain along this line of neglected country.

3. For the future it seems certain that a railway will penetrate from the coast to Hubli and perhaps to Bellary within 4 years. The southern portion of the Maratha Country is thus provided for ; but there still remains all that tract between Gadag, Roan and Sholapur, an extreme range of 160 miles.

4. I myself think it very probable that the completion of the whole project of a railway from the G. I. P. Railway to Gadag will never, and need never, be constructed when the railway to the coast is complete ; but the completion of the already half-finished length from the G. I. P. Railway to Bagalkot is a work which on all the pleas that economy, necessity, wisdom and foresight can advance should not be delayed an hour.

5. It will tap and develop a new and ordinarily more fertile country and materially add to the traffic of the G. I. P. Railway ; it will

go just far enough to prevent a recurrence of the horrors of 1876-77, and it is already so far advanced that it would be a reckless waste of public money to abandon it.

6. Copy of a report by Colonel Peyton, Conservator of Forests, Southern Division, dealing with the fuel question is appended.—I have, &c.,

ARTHUR CRAWFORD,
Commissioner, Southern Division.

No. 1571 of 1880.

KALADGI, 30*th June*, 1880.

From J. R. MIDDLETON, Esq., Collector of KALADGI, to ARTHUR CRAWFORD, Esq., Commissioner, Southern Division.

SIR,—I have the honour to submit the report called for by your Memo. No. 2508, dated 29th December, on the points specified in Government Resolution No. 3136, dated 5th idem, regarding the Bombay Eastern Deccan State Railway.

2. Government enquire whether any alteration in the proposed route can be suggested. The line passes close to Bijapur and Bagalkot, the two most important towns in the District, and it passes within a short distance from other two taluka stations, Indi and Badami. The route between these stations must be determined by the nature of the ground and the facilities for construction of the line at a moderate cost and should be selected by the Engineer Department. Moreover the line has already been laid out, and the earthworks completed from Hutgi to near Bijapur. I am, therefore, unable to suggest any alterations in the route.

3. It would be much better if the railway could be brought round by the west instead of by the east side of Bijapur, but Mr. Izat states, in para. 19 of his report, that the unfavourable nature of the ground prevented this from being done.

4. I have carefully considered the position of the stations and have no changes to suggest. They are sufficiently numerous and are conveniently situated.

5. The proposal is at first to construct the railway as far only as Chimalgi on the north bank of the Krishna, but its extension to Bagalkot, 16 miles further south, will be most advantageous. Chimalgi is a mere village with no trade and difficult of access. There is no good ford near it on the Krishna which cuts off all communication to the south. The only road leading to it is from Bagevadi on the north and passes within a few miles of the Teilgee Station to which traffic would be diverted. The traffic from all the country, north of the Krishna, with the exception of a part of Muddebihal Taluka, would flow to stations further north than Chimalgi and so far as traffic and not convenience in working the railway is concerned, there is no advantage in constructing the line south of Teilgee unless Chimalgi

can attract the traffic from Bagalkot and the country south of the Krishna. For this purpose, even although the railway is constructed no farther, a ferry at Chimalgi, working in connection with the railway, is essentially necessary. The site for the bridge has not yet been determined, but it will be near Goolbal or one of the adjoining villages on the south bank. Access to Goolbal however is difficult from the west on account of the Ghatprabha and from the east on account of a range of hills. The best road is from Bagalkot on the south, and even it is not a made road but a mere country track and difficult for carts.

6. If the line is opened to Chimalgi and a ferry established to Goolbal, a cart road must immediately be made from Goolbal to Bagalkot, and it will be abandoned as soon as the railway is extended to Bagalkot, so that the expenditure on it will then be useless. The cart road might be made on the line selected for the railway, but the line, in order to get comparatively level ground, would probably be much longer than the country track. Again the line would be chosen with a view to the easy construction of bridges, but the best places for bridging nalas are often the worst for crossing them without bridges. It follows, therefore, that without an expenditure on the line, which would to a great extent, make it suitable for a railway, it would not be used as a cart road. A cart road must be made, and if it is different from the line, it will be abandoned as soon as the railway is opened to Bagalkot, and the expenditure on it will be useless.

7. As a terminus to attract traffic Bagalkot is immeasurably superior to Chimalgi or Goolbal. Its population is 12,691. It is the largest and commercially the most important town in the district. It is the head-quarter station of a taluka, and is within 14 miles of Kaladgi. It is situated on the important road which, running parallel to the Krishna, taps the Hungund and Bagalkot talukas and gives them communication with Belgaum and the coast. This road begins at Ilkal, a town with a large trade and second in population to Bagalkot and Bijapur only. It passes Hungund, the head-quarter station of the fertile taluka of the same name, and then turns west *vid* Bagalkot to Kaladgi where it divides into two branches—one a provincial road leading to Belgaum and the other leading to Mudhol and the coast. These roads are partially bridged, and their completion is already taken in hand. The provincial road from Sholapur to Hubli crosses this road, 6 miles from Bagalkot, and another road *vid* Badami opens up communication with Roan and the north-east of Dharwar. Bagalkot, therefore, besides already having a large trade, is easy of access from the east, west and south, the directions from which it is desired to draw traffic.

8. Bagalkot is so situated that it depends on the fluctuations of the market whether it is advantageous to send goods, and specially cotton, south to the large marts in Dharwar, west to the coast ports or north to the Railway at Sholapur, and a little difference may turn the scale in favour of any one of these routes. The Bagalkot traders will be more ready to select the railway if they can personally, without leaving the town, see their goods despatched by it than if the nearest station is 16 miles distant.

9. But however necessary the extension up to Bagalkot may be to

attract the traffic to and from that town it is still more important in order to attract the traffic with other places which now does not come to Bagalkot. From Hungund, for instance, there is a road presenting no great obstacles except in the rains which crosses the Krishna by the ford at Dhandor and leads to Sholapur. If the railway is opened to Bagalkot there will be a strong attraction to send all the traffic to it from Hungund by the good road already mentioned. If Chimalgi is made the terminus, the Hungund traffic will all cross the Krishna at Dhandor, and having gone so far by road may go on to Bijapur, Indi or Sholapur, and the returning carts will again compete with the railway. The traffic from the south, instead of turning aside to Bagalkot and going on thence by road to Goolbal, will probably follow the Hubli-Sholapur road, cross the Krishna by the ferry at Baloti and join the railway further north. The traffic from the east would follow the same route.

10. If Bagalkot was off the main line there might perhaps be a doubt about the advantage of constructing the branch line up to it at once, but I believe it is certain that the main line will pass close to Bagalkot. For all these reasons it will be a mistake to leave the gap of about 16 miles from Goolbal to Bagalkot unfinished. It appears from Mr. Izat's report that this part of the line will be more costly than the average; but the expenditure on it will be compensated by the extra traffic, which otherwise will be lost altogether to the railway.

11. With regard to the imports and exports of the district it is impossible to obtain any accurate statistics, and the estimate of probable traffic must therefore be very uncertain. I shall however estimate as well as I can for each taluka, and explain the grounds on which I proceed.

12. This district is essentially agricultural and except at a few towns the manufactures are of no importance. Statements are appended showing the area and population of each taluka in July 1879, the area of land cultivated with the principal crops in the years 1872-73 to 1878-79, the estimated out-turn of these crops in these years, and the prices ruling in this district and in adjoining districts in these years. The area under cultivation is approximately correct but the out-turn figures are mere estimates framed at the time and of doubtful accuracy. These years include the famine years when matters were in an abnormal state, and instead of taking the average of all the years together I take figures which appear to be suitable for a fairly prosperous year.

13. The imports into this district include products which are grown in the districts below or on or near the Ghats and which cannot be grown here profitably. Such products are cardamoms, beetlenut, rice and jaggery, &c. The trade in these articles from the Dharwar Districts, Dhoonsee and Sirsi will be affected by the opening of the Marmagao and Gadag railway, but until it is opened the Sholapur and Chimalgi or Bagalkot line will have no effect on it. The five talukas north of the Krishna in this district import large quantities of jaggery and rice from Athni in particular and smaller quantities from Belgaum; but this trade will not be affected by the proposed

railway, and may be left out of consideration. For similar reasons the trade with the Nizam's Dominions on the east, in great measure that with Bellary also, will not be affected.

14. *Indi Taluka.*—Population 59,667. This taluka being near the large market of Sholapur, the railway, which for short distances has no advantage over carts in the conveyance of goods, will not be much used.

Cotton.—Since the famine the cultivation of cotton has not risen to its normal proportions, but 12,000 acres may be taken as an average area. The estimated produce, however, in the appended statement is very high, and 1 maund per acre is the utmost that can be expected. This rate gives an estimate of 12,000 maunds for the whole taluka. From it the home consumption has to be deducted, and considering that the greater portion of the exports will be sent by cart, the despatch of 3,000 maunds by rail from Indi station is all that can be looked for.

15. *Grain and Pulse.*—The total out-turn in 1875-76 shown in the appended statement was in round numbers 337,000 maunds. One seer a day or 4½ maunds a year per head is a fairly liberal allowance for home consumption, especially considering that the less common grains are omitted. The population being about 60,000, the consumption will be 270,000 maunds, and the balance for export nearly 70,000 maunds. Out of this quantity about 10,000 maunds may be calculated on as sent to Pandharpur by road and the remainder as going in equal proportions to Sholapur and *viâ* Chimalgi and Bagalkot to Dharwar. Previous to the famine there was a large export of grain from this taluka to Dharwar. Besides the 30,000 maunds of grain to Sholapur 10,000 maunds of oil seeds may be calculated on as exported, and they will all be sent to Sholapur. Out of 40,000 maunds thus sent to Sholapur three-fourths will probably be sent by road and 10,000 maunds by rail from Indi station. If the railway does not extend beyond Chimalgi, out of 30,000 maunds sent to Dharwar very little will be sent by rail, but if it is opened to Bagalkot 10,000 maunds from Indi to Bagalkot, 80 miles, might be expected. The exports by rail would be sent from Indi station, 26 miles, to Hutgi.

16. *Imports.*—Dhotárs, saries, and other cloths to the estimated value of Rs. 50,000 are imported from Bagalkot, Guledgud and Ilkal in this district. The imports from the two former towns would probably be sent by railway if it were opened to Bagalkot. The probable weight would be 300 maunds. Those from Ilkal, about one-third of the whole, except in the rains, would be sent by road, and if the Railway stops at Chimalgi, they never will take advantage of it. From Sholapur, rice, jaggery, gram and piece-goods, cloths, &c., are imported to the estimated value of Rs. 25,000, of which Rs. 10,000 worth, weighing 700 maunds, would be sent by rail to Indi station.

17. The trade with Athni and Jath in cloths, jaggery, tobacco and groceries is left out of consideration, as the Railway will not affect it. Besides the trade of Indi Taluka itself, a large traffic, estimated at Rs. 8,00,000, passes through the Taluka by the roads leading from Sholapur to Hubli and to Ilkal and Bellary. This through traffic

however, can be better estimated at the places to, or from, which it is sent than on the road.

18. *Shindgi Taluka.*—Population 62,730. In this taluka through which the railway will not pass the area of cotton cultivation has varied from 10,000 to 51,000 acres, and 30,000 may be taken as a fairly high average. One maund per acre is fully high and deducting a certain amount for home consumption, 20,000 maunds remain for exportation. The carts engaged in bringing jaggery, &c., from Athni take cotton there, and 15,000 maunds may be sent by rail to Sholapur from Bijapur, Indi or the intermediate stations or on an average 40 miles by rail to Hutgi.

19. *Grain and Pulse.*—The out-turn of the principal crops in 1875-76 was estimated at 395,000 maunds, but this appears to be too high for an average year, and 350,000 is more reasonable. Allowing 300,000 for home consumption, a balance of 50,000 maunds remains available for exportation and that chiefly to Sholapur. An export of 8,000 maunds of oil seeds to Sholapur may also be calculated on, giving a total of 58,000 maunds, which like the cotton would be sent 40 miles by rail.

20. *Imports.*—Jaggery, salt, and groceries are imported both from Athni and from Sholapur. Even, if the Railway cannot divert the trade from Athni to Sholapur, the value of the above articles received from Sholapur and of piece-goods and other cloths received from Bombay *vid* Sholapur will be Rs. 75,000, and the weight about 5,000 maunds which would be carried 40 miles by rail. From Bagalkot, dhotars, saries and rumals, to the value of Rs. 7,000, or 8,000 are imported. For this trade the railway up to Chimalgi only would be of no use. If extended to Bagalkot, it might be taken advantage of, but to so small an extent that I omit it altogether. The trade with Ilkal in jaggery and Madras cloths, which amounts to upwards of Rs. 25,000 in value, would not be affected by the railway.

21. *Muddebihal Taluka.*—Population 56,135.

Cotton.—The area under cotton cultivation in this taluka is larger than in Shindgi Taluka, and judging from the appended statement 35,000 acres is a fair estimate. One maund per acre is rather high an estimate, but although a lower rate is taken and one-fifth is deducted for home consumption, 25,000 maunds will remain for exportation. The Mamlatdar estimates the export at 600 cart-loads or 7,200 maunds only, but this is much too low. Muddebihal is 95 miles distant by road from Sholapur to which place all the cotton is at present sent, and 22 miles from Chimalgi to which station the exports from the south of the taluka would probably be diverted. The best cotton land, however, is in the north of the taluka, and the cotton grown there would probably be sent to Mulvad or Bijapur. On an average the 25,000 maunds exported might be expected to use the Railway for 64 miles, the distance between Sawanhalli and Hutgi stations.

22. *Grain and Pulse exported.*—The Mamlatdar estimates that 250 cart-loads or 3,000 maunds are exported annually, and all to Sholapur. Looking at the estimated out-turn and the population, I do

not think the export can be estimated higher while there is also a considerable importation of grain.

23. Talikot is a town with a considerable trade in weaving and dyeing, and it exports annually to Sholapur 175 cart-loads or 2,100 maunds of coloured cotton stuffs "Khadi" valued at Rs. 90,000. It is about 90 miles by road from Sholapur and fully 30 from the nearest of the proposed stations. This traffic may be sent to Teilgi or to Bijapur, but 2,100 maunds for 54 miles, *i.e.*, from Bijapur to Hutgi, is the utmost that can be safely calculated on.

24. Hides are also exported from this taluka. About 25 cart-loads are sent to Bangalore and would not be affected by the railway. Forty cart-loads, however, or 500 maunds valued at Rs. 4,000 are sent annually to Sholapur, and would take advantage of the Railway for 54 miles.

25. *Imports.*—From Sholapur about 200 cart-loads or 2,400 maunds of groceries valued at Rs. 20,000 and 200 carts or 2,400 maunds of gram and wheat valued at Rs. 10,000 are imported and would be brought by rail 64 miles. About 35 cart-loads or 420 maunds of cloths, dhotars, broad-cloths, &c., valued at Rs. 35,000 are also imported from Sholapur and would be brought by rail 64 miles. The trade with Ilkal in grain and cloths, the import of rice and other grains estimated at 240 cart-loads, from Soorpoor in the Nizam's Dominions, the import of rice, 75 cart-loads, from Belgaum, and of jaggery 125 cart-loads from Athni, and of rice and jaggery, &c., 125 cart-loads from Haveri, would not be affected by the Railway from Sholapur to Bagalkot.

26. *Bagevadi Taluka.*—Population 70,675. Three of the Railway stations, Moolwad, Teilgi, and Chimalgi are in this taluka.

Cotton.—The area under cultivation in this Taluka is generally smaller than in Muddebihal Taluka, and 20,000 maunds may be taken as available for export. Some of it is sent to Bagalkot, a larger quantity goes to Athni, but more than half of the total export is sent to Sholapur. The railway ought to attract nearly the whole of the traffic which must cross it to get to either of these places. On an average cotton would be sent by rail 72 miles, the distance from Moolwad to Hutgi.

27. This taluka produces large crops of millet and other grains, the valley of the Don being celebrated for its fertility. Judging from the appended statement 400,000 maunds appear to be a fair yield of the principal grains and pulse, and allowing 315,000 for home consumption, 85,000 maunds remain for export of which at least one-half or 42,000 maunds would be sent by rail 72 miles to Sholapur. The rest is sent to Athni and Dhoonsee and would not be sent by rail. Oil-seeds are exported chiefly to Sholapur, and 8,000 maunds would be sent by rail.

28. The imports from Sholapur at present are rice 1,200 maunds, salt 3,300 maunds, oil 600 maunds, groceries 900 maunds, and cloth 300 maunds, all of which would be brought 72 miles by rail. Excluding cotton, the trade with Athni, Belgaum, Dhoonsee, Jamkhandi,

and the Nizam's Dominions would not be affected by the railway. The trade between Bagevadi and the adjoining talukas in this district also would not be of much benefit to the railway.

29. *Bijapur Taluka.*—Population 59,183. The line runs through the middle of this taluka, but the provincial road from Hubli to Sholapur runs parallel to it and will compete with it.

Cotton.—The area of cotton cultivation may be estimated at 15,000 acres, and the quantity of cotton exported at 10,000 maunds. At present cotton is sent partly to Athni and partly to Sholapur, but the railway should be able to attract the whole of the traffic,

30. The out-turn of the principal sorts of grain in an average year will amount to 290,000 maunds, of which 270,000 will be required for home consumption. Grain is at present exported to Athni and Jamkhandi as well as to Sholapur, but the railway would probably draw it all off to Sholapur. Oil-seeds are also exported to Sholapur, and the total amount of traffic for the railway may be estimated at 20,000 maunds of grain and 4,000 maunds of oil-seeds from Bijapur to Hutgi, 54 miles.

31. The imports into the taluka comprise jaggery from Kolhapur, and rice, sugar, salt, and groceries from Belgaum and the Dharwar Districts as well as from Sholapur. Cloths are imported chiefly from Sholapur. The value of the annual imports is estimated at one lakh, out of which three-fourths would probably be brought by rail. The weight may be estimated at 9,000 maunds, carried 54 miles by railway.

I omit the traffic through this taluka by the provincial road as not belonging to the taluka.

32. From the talukas south of the Krishna the principal traffic will be that from the town of Bagalkot. Being concentrated at one place, it can be estimated with greater accuracy than the trade of a taluka having a number of small market towns, and I therefore give in detail the information regarding it as supplied by the merchants. The trade of this town includes great part of that of the three talukas Bagalkot, Hungund, and Badami, whose exports and imports pass through the hands of the Bagalkot merchants—

Imports into Bagalkot.

	Maunds.	Valued at Rs.
From Sholapur—		
Cloths	2,100	1,00,000
Thread	8,600	2,88,000
Silk	1,500	4,80,000
Groceries	1,500	12,500
Metals and hardware ...	600	12,500
From Vingorla—		
Salt	7,200	36,000
Thread	1,450	48,000
Silk	720	2,40,000
Groceries	3,600	30,000

	Maunds.	Valued at Rs.
From Belgaum—		
Groceries ...	... 3,600	30,000
Salt ...	... 7,200	36,000
Rice ...	... 21,600	90,000
Timber ...	... 600	5,000
From Hubli and Nargund—		
Groceries ...	... 2,160	18,000
Rice ...	... 21,600	90,000
Timber ...	... 1,800	15,000
Jaggery ...	... 9,600	48,000
Chillies ...	... 4,800	16,000
Cocoanuts ...	... 4,800	20,000
From Nipani and Kolhapur—		
Groceries ...	... 2,160	18,000
Rice ...	... 2,880	12,000
Jaggery ...	... 21,600	1,08,000
From Hungund—		
Cotton ...	... 3,600	60,000
From Nizam's Dominions *viâ* Hungund—		
Cotton ...	... 7,200	1,20,000
Oil ...	... 1,500	12,500
	Exports.	
To Sholapur—		
Cotton ...	... 43,200	7,20,000
Grain ...	... 57,600	1,92,000
Cloths ...	... 2,880	1,00,000
To Gadag—		
Cotton ...	... 43,200	7,20,000
To Vingorla—		
Cotton ...	... 43,200	7,20,000
Linseed ...	... 14,400	60,000
To Belgaum—		
Linseed ...	... 7,200	30,000
Grain ...	... 7,200	24,000
To Nipani and Kolhapur—		
Grain ...	... 12,000	50,000
To Hubli and Nargund—		
Pulse ...	... 2,160	10,800

The imports from and exports to places of less importance and the trade with places in this district which would not be affected by the railway are omitted. The above figures are for the taluka of Bagalkot

but the greater part of the trade is concentrated at the town of Bagalkot. The population of Bagalkot Taluka is 83,538. In this estimate, however, the amount of cotton exported appears to be far too large. The total is 129,600 maunds which, according to the statements of area under cultivation and of produce, is hardly possible. I therefore reduce the estimated amount exported to Sholapur from 43,200 to 30,000 maunds.

33. The present export and import trade with Sholapur estimated at 9,280 and 14,300 maunds, respectively, would all take advantage of the railway if constructed up to Bagalkot. The trade with Vingorla, and in articles imported from the coast via Belgaum, Hubli or Nipani such as salt, thread, silk, cocoanuts, &c., and in articles exported to the coast by these routes such as cotton and oil-seeds, might also be diverted to the railway. In this manner an increase of 50 per cent. to the present trade with Sholapur does not appear improbable. The total traffic by the railway to and from Bagalkot would thus be in round numbers 21,000 and 135,000 maunds over 106 miles of railway.

34. *Hungund Taluka.* Population 64,823. Great part of the trade of this taluka is with Bagalkot, and is included in the trade estimated in the last para. A large trade is also carried on with the Nizam's Dominions and would not be affected by the railway. The direct trade with Sholapur, which might be diverted to the railway at Bagalkot, is estimated at 3,600 maunds of cotton worth Rs. 60,000, and 240 maunds of cotton cloths valued at Rs. 25,000. These articles are exported, and 90 maunds of silk valued at Rs. 15,000 and 40 maunds of cloth valued at Rs. 5,000 are imported.

35. *Badami Taluka.*—Population 82,634. This taluka which contains the manufacturing town of Guledgud and the important grain market of Kerur carries on a large trade with the adjoining Dharwar District, and as the railway will not reach it until extended south of Bagalkot the trade of the taluka will not be much affected by the railway. The trade with Kaladgi, Bagalkot, Ilkal and other places in this district may be left out of consideration. It is estimated 2,400 maunds of cotton cloths valued at Rs. 3,00,000 are exported from Guledgud to other districts, of which half would go by railway to Sholapur. From Gowankop about 100 maunds valued at Rs. 12,500 are exported to different places, but probably not more than a fourth part would be sent by rail to Sholapur. Grain to the extent at 14,400 maunds valued at Rs. 20,000 is exported to the Dharwar District, Jamkandi, Satara and Sholapur, and out of it 4,800 maunds would probably be sent by rail to Sholapur. Cotton, with the exception of that which goes to Bagalkot, is sent chiefly to the Dharwar markets. Grindstones are also made in this taluka, and about 200 cart-loads are annually exported to different places, including Dharwar, Sholapur and Bombay.

36. *Imports into Badami Taluka.*—8,000 maunds of thread valued at Rs. 2,50,000 and 600 maunds of silk valued at Rs. 2,00,000 are imported from Bombay and would be brought by the railway to Bagalkot. 18,000 maunds of oil valued at Rs. 1,50,000 from Sholapur would be brought in the same way. The trade in indigo and cloths with Tad-

patri in Madras, and in rice, jaggery, chillies, cocoanuts, betelnuts, and salt with the Dharwar District, Kanara and Mysore would not be affected by the railway.

37. The total traffic according to the above estimates would be as follows:—

FOR THE TALUKAS NORTH OF THE KRISHNA.

Indi Taluka.

		Maunds.	Miles.		Going North.	Going South.
Exports—Cotton	...	3,000	× 26	=	78,000	
Grain ...	...	10,000	× 26	=	260,000	
Do. ...	...	10,000	× 80	=	...	800,000
Imports—Cloths...	...	200	× 80	=	16,000	
Grain, &c.	...	700	× 26	=	...	18,200
					354,000	818,200

Sindgi Taluka.

Exports—Cotton	...	15,000	× 40	=	600,000	
Grain and Oil-seeds	...	58,000	× 40	=	2,320,000	
Imports	...	5,000	× 40	=	...	200,000
					2,920,000	

Muddebihal Taluka.

Exports—Cotton...	...	25,000	× 64	=	1,600,000	
Grain ...	...	300	× 64	=	192,000	
Cloths...	...	2,100	× 54	=	113,400	
Hides ...	...	500	× 54	=	27,000	
Imports—Groceries	...	2,400	× 64	=	...	153,600
Grain and Wheat, &c.		2,400	× 64	=	...	153,600
Cloths...	...	420	× 64	=	...	26,880
					1,932,400	334,080

Bagevadi Taluka.

Exports—Cotton...	...	20,000	× 72	=	...	1,440,000
Grain ...	...	42,000	× 72	=	3,024,000	
Oil-seeds	...	8,000	× 72	=	576,000	
Imports	...	6,300	× 72	=	...	453,600
					5,040,000	

Bijapur Taluka.

	Maunds.	Miles.		Going North.	Going South.
Exports—Cotton	10,000	× 54	=	540,000	
Grain and Oil-seeds...	24,000	× 54	=	1,296,000	
Imports	9,000	× 54	=	...	486,000
				1,836,000	
Total...Maunds...				12,082,400	2,291,880
or Tons...				447,496	84,885

Total traffic both ways represented by weight carried one mile ... { Maunds ... 14,374,280 / or Tons ... 532,381

The traffic of the talukas, south of the Krishna, would be as follows :—

Bagalkot Taluka.

Exports	135,000	× 106	=	14,310,000	
Imports	21,000	× 106	=	...	2,226,000

Hungund Taluka.

Exports	3,480	× 106	=	407,040	
Imports	130	× 106	=	...	13,780

Badami Taluka.

Imports	26,600	× 106	=	...	2,819,600
Exports—Cloths	1,200	× 106	=	127,200	
Do.	25	× 106	=	2,650	
Grain	4,800	× 106	=	508,800	
Total for the 3 Talukas...Maunds ...				15,355,690	5,059,380
Equal to Tons ...				568,729	187,385

Total traffic both ways represented by weight carried one mile. { Maunds ... 20,415,070 / or Tons ... 756,114

38. This estimate may appear high, but it is to be remembered that it includes only the staple articles of export and import, and that no allowance has been made for the traffic in other goods, which on the whole must be considerable, although the trade in them at any one place may be unimportant.

39. The figures given show the importance of extending the railway as far as Bagalkot instead of stopping short at Chimalgi. If it stops at Chimalgi only a small portion of the Bagalkot trade, which is much larger than that of the five northern talukas, will be attracted to it. The completion of the extra 16 miles up to Bagalkot will probably double the traffic. Moreover this extra traffic will be more remunerative than that up to Chimalgi, because the haulage of empty wagons will be less in proportion. The difference in weight between the ex-

ports and imports will involve a heavy charge in returning empty wagons. North of Chimalgi the exports are five times greater than the imports. In the Bagalkot traffic they are only three times greater.

40. *Passenger Traffic.*—I know no method of estimating the value of the passenger traffic. The population per taluka is given and a fairly large number of passengers may be expected. Facilities for travelling in this district and in the direction of the railway are deficient, and the communications with other districts are bad, so that travellers would have every inducement to make use of the railway.

41. There are no Jatras in this district of sufficient importance nor in adjoining districts to attract an unusually large number of passengers. The attendance at the following fairs, which are the largest in this district, is as follows :—

Sangam in Hungund Taluka	...	... 30,000
Hippargi in Sindgi Taluka	...	... 10,000
Golgeri in Sindgi Taluka	...	... 14,000
Banshankari in Badami Taluka	...	... 4,000

None of these places are on or close to the railway.

42. The probable traffic is calculated on the present state of the district, but the opening of the railway will give a great stimulus to trade and to the extension of cultivation. Facilities for export will add greatly to the value of agricultural products and make cultivation more profitable. The rates of cart hire rise on the approach of the monsoon, and although rain, sufficient to make the roads bad, has not yet fallen, the hire of a cart carrying 12 maunds from Sholapur to Bagalkot, 114 miles by a provincial road, one of the best roads in the district, is Rs. 15 and it will rise still higher when rain falls. With these high rates it is generally better to export goods before the monsoon than to wait and take advantage of a possible rise of prices afterwards, and the prices of the staple products of the district are kept down.

43. In calculating the benefits to be derived from the railway its effect on the G. I. P. Railway should not be forgotton. The exports and imports of this district carried by rail will all be transported 9 miles over the G. I. P. Railway between Hutgi and Sholapur, and traffic which now does not go by Sholapoor at all will be diverted to that route and will be transported by that railway.

44. The question now is not whether an untouched and entirely new project should be taken up, but whether a project already begun is to be completed. The railway has been begun and a large sum has been spent on it. The earthworks are almost completed up to Bijapur, and to open that portion of the line little more is required than to build a few culverts, lay down the rails, and provide as cheaply as possible the necessary station accommodation. The diversions for the temporary crossings of the larger nalas are in some cases, at all events, ready. The crossings of the Don and Krishna are not yet definitely selected, but with these exceptions the survey is completed up to Bagalkot, and the construction of this portion might be begun at once. A large ex-

penditure has been incurred in carrying out the railway project so far and can yield no return till the line is opened. In a financial point of view, therefore, the question is whether it will be more advantageous to incur no further expenditure and to let the money spent remain unproductive, or to spend more money in completing the project and thereby obtain some return on the whole expenditure.

45. Lastly, I have considered the prospects of the railway as a financial project only, but its indirect effects in promoting the prosperity of the district and protecting it against famine are not less important. During the late famine the difficulty was to convey into the district the food which the people were able and ready to pay for. Carts could not be employed because there was no fodder, and the bullocks died of starvation on the road. If a railway passing through the middle of the district had been ready to pour in supplies of food from outside the famine would not have been so severe, prices would not have risen so high, and a great saving in life and in famine expenditure would have been effected. So great was the difficulty in importing grain that a regular trade sprung up in carrying it from Sholapur on men's heads. Adverse seasons may produce the same disastrous effects again, and if a season like that of 1876-77 should recur, the expenditure now required to complete the railway would in one year be recouped directly or indirectly. The people would benefit enormously by it, and the State would benefit by the saving in famine expenditure, and by land paying assessment to Government not being thrown out of cultivation owing to the diminished population and general poverty of the cultivators. There is a fair prospect of a return on the expenditure required to complete the railway which would be the best protection against famine, and the terrible warning of the late famine should not be neglected.

46. The tracing showing the proposed alignment of the railway received with your letter under reply is herewith returned.—I have, &c.,

J. R. MIDDLETON, Collector.

Statement alluded to in Paragraph 12 *of the Kaladgi Collector's Report, No.* 1571, *dated* 30*th June*, 1880.

Name of Taluka.	Area in Square Miles.	Population in July 1879.	Remarks.
Indi	637·37	59,667	
Sindgi	792·34	62,730	
Muddebihal	552·46	56,135	
Bagevadi	756·68	70,675	
Bijapur	865·12	59,183	
Bagalkot	684·05	83,538	
Hungund	518·05	64,823	
Badami	689·84	82,634	
Total...	5,695·91	539,385	

J. R. MIDDLETON, Collector.

Kaladgi, 30th June, 1880.

Statement showing the Area of Land cultivated with the principal crops in the years 1872-73 to 1878-79 in the Kaladgi Collectorate.

Statement to accompany Kaladgi Collector's letter No. 1571, dated 30th June 1880.

Years.	Total culturable Area	Early Jowari.	Late Jowari.	Bajri.	Wheat.	Grain.	Cotton.	Tur.	Oil-seed, Linseed, Kusumba, Jawas, Til, &c.
		Acres g.	Acres g.	Acres g.	Acres g.	Acres g.	Acres g.	Acres. g.	Acres g.
TALUKA INDI.									
1872-73 ...	353,132	(a) 2,72,598 10	.....	24,915 25	(b) 8,895 12	.....	(b) 11,413 18	.....	(c) 4,435 28
1873-74 ...	353,077	(a) 2,42,847 26	.....	51,690 17	(b) 8,729 32	.....	(b) 12,254 1	.....	(c) 7,432 29
1874-75 ...	366,890	(a) 1,90,232 6	.....	87,358 12	(b) 8,298 3	.....	(b) 15,344 27	.....	(c) 16,459 39
1875-76 ...	390,173	(a) 6,707 1	1,96,034 11	84,661 12	9,532 38	5,911 29	15,636 5	7,565 16	27,152 35
1876-77 ...	390,171	679 25	7,901 37	4,205 33	763 0	7 11	103 15	90 23	62 6
1877-78 ...	390,167	1,121 0	1,45,600 7	46,617 8	3,953 14	2,581 31	3,121 15	2,444 1	18,579 4
1878-79 ...	390,157	93 1	1,37,164 20	67,545 5	3,588 30	3,679 35	4,634 25	6,360 12	19,608 5
TALUKA MUDDEBIHAL.									
1872-73 ...	208,477	(a) 1,34,151 35	.....	17,523 23	(b) 8,905 24	.....	(b) 30,125 2	.....	(c) 446 0
1873-74 ...	208,444	(a) 1,22,724 29	.....	16,075 9	(b) 10,980 34	.....	(b) 42,334 36	.....	(c) 635 17
1874-75 ...	208,418	(a) 1,14,714 39	.....	16,962 8	(b) 10,507 4	.....	(b) 46,883 26	.....	(c) 741 33
1875-76 ...	208,418	54,287 28	54,287 28	13,411 34	11,666 32	2,788 27	55,609 15	2,712 25	3,164 8
1876-77 ...	215,719	57,233 7	6,230 34	5,983 27	125 26	33 30	425 30	965 17	62 7
1877-78 ...	215,719	21,598 30	66,231 29	15,997 21	10,702 33	2,338 33	32,512 1	751 13	4,915 20
1878-79 ...	218,911	68,450 30	47,129 18	14,975 17	53,942 35	4,888 30	15,602 13	79 15	1,351 8
TALUKA SINDGI.									
1872-73 ...	373,030	(a) 2,92,714 36	.....	20,580 24	(b) 12,045 24	.....	(b) 22,909 38	.....	(c) 2,292 37
1873-74 ...	372,990	(a) 2,73,299 38	.....	13,424 8	(b) 14,350 34	.....	(b) 36,928 14	.....	(c) 587 33
1874-75 ...	377,842	(a) 2,59,667 23	.....	15,225 0	(b) 13,506 19	.....	(b) 44,192 25	.....	(c) 8,804 32
1875-76 ...	388,068	1,59,713 30	91,819 22	20,880 26	13,198 15	5,828 8	51,036 6	1,272 25	20,666 12
1876-77 ...	388,110	1,18,288 27	29,579 12	12,492 31	361 26	205 34	3,859 30	32 1	897 26
1877-78 ...	388,112	12,493 20	1,46,048 18	16,208 9	11,739 10	2,970 16	12,259 25	75 36	22,354 31
1878-79 ...	388,107	72,056 33	1,23,008 21	31,697 22	8,445 6	3,929 25	9,745 36	638 24	7,283 10
TALUKA BAGEVADI.									
1872-73 ...	315,000	(a) 1,90,300 0	.....	12,540 0	(b) 26,000 0	.....	(b) 24,369 3	.....	(c) 200 0
1873-74 ...	314,870	(a) 1,87,990 10	.....	15,703 32	(b) 30,754 23	.....	(b) 32,636 8	.....	(c) 2,693 15
1874-75 ...	314,873	(a) 1,89,918 24	.....	10,132 23	(b) 25,669 12	.....	(b) 35,749 30	.....	(c) 2,108 5
1875-76 ...	315,935	88,626 21	82,209 36	11,179 22	34,806 17	9,022 26	45,711 15	6,996 23	8,147 25
1876-77 ...	322,406	48,919 39	1,390 26	3,762 27	84 21	50 23	54 38	740 6	.....
1877-78 ...	322,376	16,889 29	1,25,620 20	16,387 10	24,899 19	7,410 36	27,638 9	2,531 1	10,478 12
1878-79 ...	323,595	45,992 2	1,18,004 15	21,174 27	18,117 37	9,798 19	20,206 34	2,338 38	7,100 30

TALUKA BIJAPUR.																			
1872-73	...	348,496	(a)	171,046	33	.....		78,668	10	(b)	19,412	14	.....		(b)	9,454	5	.....		(c)	1,473	22
1873-74	...	346,784	(a)	175,663	2	.....		79,668	20	(b)	19,220	14	.....		(b)	12,523	0	.....		(c)	7,675	20
1874-75	...	349,660	(a)	180,092	39	.....		70,883	10	(b)	18,342	0	.....		(b)	17,147	0	.....		(c)	8,986	0
1875-76	...	369,887		66,567	7	98,734	23	81,315	4		21,296	5	11,255	19		20,542	0	2,382	0		9,902	0
1876-77	...	369,898		15,602	0	4,790	0	29,351	0		205	0	57	0		600	0	196	0		10	0
1877-78	...	369,895		2,443	5	129,688	23	58,237	25		12,833	28	11,696	35		9,028	0	1,373	8		5,545	29
1878-79	...	369,902		22,108	0	112,359	6	56,790	0		16,301	24	9,010	6		8,958	0	1,400	0		7,999	22
TALUKA BAGALKOT.																			
1872-73	...	167,232	(a)	95,458	3	.....		7,307	4	(b)	4,019	30	.....		(b)	32,845	0	.....		(c)	4,742	34
1873-74	...	166,838	(a)	88,202	25	.....		15,301	6	(b)	4,882	28	.....		(b)	32,528	9	.....		(c)	1,129	13
1874-75	...	166,917	(a)	99,048	35	.....		7,902	3	(b)	4,309	17	.....		(b)	25,290	8	.....		(c)	98	8
1875-76	...	167,017		53,794	13	38,216	0	9,810	39		6,162	3	1,990	4		32,942	27	4,378	18		1,762	4
1876-77	...	167,031		47,099	28	6,647	31	662	28		93	12	70	18		1,543	34	1,792	22		157	25
1877-78	...	167,404		42,628	16	46,120	15	9,100	9		3,494	8	1,495	27		19,429	31	5,465	20		3,521	33
1878-79	...	167,400		51,468	10	45,937	22	7,404	6		2,583	31	1,454	28		13,584	35	5,517	32		1,038	14
TALUKA BADAMI.																			
1872-73	...	140,131	(a)	60,002	11	.....		17,004	1	(b)	2,801	0	.....		(b)	11,385	31	.....		(c)	240	0
1873-74	...	140,037	(a)	31,917	14	.....		43,399	24	(b)	3,982	29	.....		(b)	12,747	33	.....		(c)	1,659	31
1874-75	...	140,132	(a)	50,433	4	.....		21,449	25	(b)	2,319	22	.....		(b)	9,182	36	.....		(c)	641	32
1875-76	...	140,152		29,108	33	12,807	13	32,832	16		3,393	25	995	27		14,312	22	3,732	9		4,176	28
1876-77	...	140,152		17,840	37	5,660	31	21,341	17		3	6	71	38		427	5	1,429	13		359	8
1877-78	...	140,152		32,993	8	10,830	36	26,970	8		1,523	31	566	22		9,842	11	4,185	22		2,733	29
1878-79	...	140,237		31,355	21	6,730	18	24,427	36		999	15	526	27		8,099	20	4,012	15		1,067	7
TALUKA HUNGUND.																			
1872-73	...	171,545	(a)	89,991	16	.....		4,651	19	(b)	10,179	19	.....		(b)	41,599	36	.....		(c)	55	14
1873-74	...	171,187	(a)	88,037	35	.....		6,885	18	(b)	11,254	6	.....		(b)	46,367	10	.....		(c)	338	31
1874-75	...	171,187	(a)	92,129	4	.....		4,581	34	(b)	9,472	22	.....		(b)	40,736	22	.....		(c)	288	28
1875-76	...	171,158		46,692	3	35,375	2	4,433	37		9,926	13	2,168	28		53,689	35	2,444	38		1,262	28
1876-77	...	171,150		40,742	11	10,895	31	4,646	19		656	30	257	29		8,201	23	940	10		96	23
1877-78	...	171,180		17,652	0	62,712	15	8,941	34		8,222	36	1,666	30		23,109	3	1,244	23		1,730	3
1878-79	...	171,180		61,868	10	26,743	10	4,605	14		5,180	34	1,861	5		22,728	13	2,669	3		296	27

(a) Includes area sown with late Jowari. (b) Information not obtained from the Jamabandi Report.
(c) Area sown with Linseed and Til only.

Kaladgi, Collector's Office, 30th June, 1880.

J. R. MIDDLETON, Collector.

Statement showing the estimated out-turn of the principal Crops in the years 1874-75 to 1878-79 in the Kaladgi Collectorate.
(To accompany Kaladgi Collector's No. 1571 of 30th June, 1880.)

Years.	Early Jowari.	Late Jowari.	Bajri.	Wheat.	Gram.	Cotton.	Tur.	Oil-seed, Linseed, Kusumba, Jawas, Til, &c.
	Mds. s.	Mds. s.	Mds. s.	Mds. s	Mds. s.	Mds. s.	Mds. s.	Mds. s.
TALUKA INDI.								
1872-73	(a)							
1873-74								
1874-75	296,947 42	.....	102,272 64	32,382 36	.....	17,963 59	.....	25,682 46
1875-76	14,862 0	202,664 61	81,764 34	19,140 33	9,189 10	18.621 15	9,006 9	43,352 35
1876-77	122 0	2,358 5	39 0	27,566 70	22 0	.....	.....	36 0
1877-78	3,363 0	436,800 0	139,851 0	7,983 0	5,889 0	3,121 0	4,888 0	39,368 0
1878-79	32 0	109,009 0	125,533 0	3,403 0	4,435 0	7,355 0	2,774 0	7,818 0
TALUKA SINDGI.								
1872-73	(a)							
1873-74								
1874-75	175,842 4	.....	15,058 66	11,441 71	.....	44,501 72	.....	9,665 11
1875-76	206,539 81	127,859 22	30,843 2	19,352 66	8,140 3	93,114 54	1,877 65	34,138 60
1876-77	1,430 30	603 80	123 61	92 61	2 0	.....	0 10	2 1
1877-78	24,986 0	438,144 0	33,816 0	11,739 0	2,970 0	12,259 0	75 0	25,574 0
1878-79	39,986 32	82,132 43	26,834 30	1,291 73	1,704 22	5,461 14	591 50	1,906 19
TALUKA MUDDEBIHAL.								
1872-73	(a)							
1873-74								
1874-75	101,599 20	.....	15,312 60	13,323 0	.....	54,359 20	.....	636 0
1875-76	67,950 41	67,950 41	16,110 0	16,097 0	3,539 0	84,364 0	3,707 0	4,883 0
1876-77	4,215 41	2,564 0	103 12	12 41	9 0	.....	32 41	0 61
1877-78	47,129 0	135,187 0	30,005 0	10,350 0	2,745 0	32,512 0	670 0	5,593 0
1878-79	37,822 0	41,904 0	10,425 0	2,300 0	718 0	15,035 0	1,742 0	956 0
TALUKA BAGEVADI.								
1872-73	(a)							
1873-74								
1874-75	159,450 0	.....	9,625 0	24,995 0	.....	61,359 0	.....	2,173 0
1875-76	87,627 0	216,044 0	15,512 0	92,440 0	12,428 0	88,398 0	6,467 0	12,155 0
1876-77	476 0	358 0	88 0	194 0	43 0	2 0	.....	.....
1877-78	33,780 0	251,240 0	32,774 0	24,897 0	7,410 0	27,638 0	2,820 0	29,427 0
1878-79	80,639 0	146,655 0	17,874 0	15,960 0	9,257 0	23,794 0	2,160 0	7,574 0

TALUKA BIJAPUR.								
1872-73	(a)							
1873-74								
1874-75	180,092 0	.....	70,883 0	36,684 0	.....	68,588 0	.....	16,705 0
1875-76	66,567 0	98,734 0	81,315 0	31,944 0	22,510 0	82,168 0	3,573 0	18,548 0
1876-77	899 0	353 0	191 0	154 0	21 0	175 0	22 0	2 0
1877-78	4,886 0	259,376 0	174,711 0	12,985 0	11,696 0	17,359 0	1,373 0	5,559 0
1878-79	5,526 0	28,090 0	14,197 0	2,038 0	2,252 0	1,830 32	.....	.....
TALUKA BAGALKOT.								
1872-73	(a)							
1873-74								
1874-75	110,260 67	.....	8,955 77	4,766 35	.....	35,054 28	.....	97 57
1875-76	73,299 25	50,293 41	12,059 13	6,913 30	2,481 62	49,355 40	5,153 61	2,401 51
1876-77	2,866 48	6,312 20	170 20	66 41	56 0	563 20	128 0	56 0
1877-78	85,256 0	92,240 0	18,200 0	3,494 0	1,658 30	23,725 46	7,282 49	3,951 61
1878-79	63,114 0	22,875 0	6,782 0	381 0	714 0	8,386 0	5,672 0	664 0
TALUKA BADAMI.								
1872-73	(a)							
1873-74								
1874-75	135.209 32	.....	47,615 71	5,462 21	.....	7,948 64	.....	1,294 34
1875-76	70,304 55	29,126 14	75,394 39	6,451 62	2,170 18	12,445 40	6,586 64	3,998 12
1876-77	3,784 20	2,338 8	1,644 80	.....	89 56	.....	141 28	73 41
1877-78	98,979 0	32,493 0	80,910 0	2,985 20	1,132 0	9,932 9	8,370 0	3,384 41
1878-79	56,180 0	3,033 0	39,915 24	448 0	291 0	5,314 72	5,551 51	895 41
TALUKA HUNGUND.								
1872-73	(a)							
1873-74								
1874-75	368,516 0	.....	18,328 0	37,888 0	.....	40,735 0	.....	1,152 0
1875-76	81,981 0	68,900 0	6,058 0	19,485 0	3,601 0	1,09,463 0	3,280 0	2,168 0
1876-77	3,889 0	1,765 0	285 0	70 0	6 0	188 0	13 0	15 0
1877-78	52,956 0	1,88,136 0	26,823 0	8,222 0	1,666 0	23,109 0	2,488 0	20,92 0
1878-79	87,243 0	14,222 0	5,491 0	1,707 0	1,054 0	15,244 0	2,095 0	99 0

(a) Information not available,

J. R. MIDDLETON, Collector.

Kaladgi, Collector's Office, 30th June, 1880,

cc 81

Return showing the prices of principal products of the Kaladji District as compared with the prices of Sholapur, Belgaum and Dharwar, from the year 1872-73 to 1878-79.

PER MAUND OF 40 SEERS EACH EQUAL TO 80 TOLAS.

	1872-73.								1873-74.							
	Kaladgi.			Sholapur.			Belgaum.			Dharwar.			Kaladgi.			Sholapur.			Belgaum.			Dharwar.		
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
Wheat of sorts ..	3	14	5	2	9	2	3	11	1	3	15	1	2	13	8	2	1	9	3	3	2	3	1	2
Rice, best sorts ..	5	11	5	4	8	0	4	7	1	5	15	4	4	9	1	3	15	4	3	10	6	1	14	11
Rice, common ..	5	5	4	..			...			4	4	7	4	5	2	3	8	1	3	7	11	3	5	8
Bajri	2	3	0	1	12	0	2	3	9	2	13	5	1	10	1	1	5	10	2	2	9	2	1	2
Jowari	2	3	6	1	15	2	2	2	10	2	3	11	1	10	4	1	4	4	2	4	0	1	15	5
Gram	4	13	6	..			...			4	15	8	3	10	2	2	7	4	3	9	2	3	14	4
Salt	3	11	6	2	14	0	3	10	4	4	2	0	3	1	2	3	0	8	2	10	3	3	1	7
Dal	4	9	1	...			...			5	5	4	3	8	10	3	2	9	4	5	0	4	6	4
Ghee	32	0	0	...			...			32	2	8	32	0	0	31	14	0	25	4	10	31	13	1
Firewood ..	0	5	8	0	8	0	0	8	4	0	6	11	0	5	7	0	6	4	0	4	7	0	6	11

PER MAUND OF 40 SEERS EACH EQUAL TO 80 TOLAS.

	1874-75.												1875-76.											
	Kaladgi.			Sholapur.			Belgaum.			Dharwar.			Kaladgi.			Sholapur.			Belgaum,			Dharwar.		
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
Wheat of sorts ..	2	0	9	2	3	2	2	5	0	2	1	2	2	0	11	2	2	0	2	4	5	2	0	0
Rice, best sorts ..	3	6	5	2	14	0	2	9	9	3	7	5	3	4	2	3	0	10	2	10	10	3	7	10
Rice, common ..	3	3	2	2	7	9	2	8	1	2	6	9	2	15	7	2	13	5	2	8	6	2	3	9
Bajri	1	5	4	1	2	4	1	10	3	1	12	4	1	8	5	1	7	5	1	14	5	1	12	2
Jowari	1	5	1	1	1	3	1	13	4	1	12	9	1	7	5	1	8	1	2	0	5	1	13	2
Gram	2	10	8	2	2	2	2	14	11	3	3	3	2	0	3	1	10	4	2	3	0	2	5	9
Salt	3	1	2	2	15	8	2	7	1	3	4	9	3	3	5	3	1	2	2	7	10	3	0	6
Dal	2	9	11	2	1	1	3	2	1	3	6	8	1	10	3	1	6	7	2	2	4	2	3	0
Ghee		..		23	3	4	22	0	0	22	11	6	25	9	7	28	5	2	24	1	8	25	8	10
Firewood	0	9	0	0	5	10	0	4	6	0	6	11	0	4	7	0	6	3	0	4	1	0	6	11

PER MAUND OF 40 SEERS EACH EQUAL TO 80 TOLAS.

	1876-77.												1877-78.											
	Kaladji.			Sholapur.			Belgaum.			Dharwar.			Kaladgi.			Sholapur.			Belgaum.			Dharwar.		
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
Wheat of sorts ..	3	4	10	2	15	9	3	7	2	3	13	6	7	5	8	5	2	0	6	1	1	7	7	3
Rice, best sorts ..	4	14	3	4	3	0	4	3	6	4	13	3	8	1	7	6	3	8	6	4	2	8	9	11
Rice, common ..	4	6	0	3	12	4	3	13	10	3	13	4	7	7	0	5	5	10	5	13	4	6	13	4
Bajri	2	10	6	2	12	5	2	15	11	3	1	2		..		4	5	8	4	8	6	5	5	2
Jowari	2	5	7	2	13	5	3	1	2	3	4	6	5	1	11	5	3	2	4	10	0	5	6	7
Gram	3	0	11	2	9	4	3	5	5	3	12	6	6	15	3	4	0	11	5	4	0	6	4	3
Salt	2	9	4	2	15	10	2	6	9	2	15	10	4	9	1	3	0	4	3	0	1	3	14	3
Dal	3	15	2	2	15	7	3	15	9	4	13	2	7	14	5	4	15	9	5	15	7	7	9	9
Ghee	38	1	6	37	6	4	27	15	9	27	14	3		..		45	6	8	30	14	9	35	12	0
Firewood	0	4	5	0	6	3	0	3	9	0	6	6		..		0	7	10	0	4	3	0	6	5

* Report for 1878-79 not received.

J. R. MIDDLETON, Collector, Kaladgi.

Kaladgi, Collector's Office, 30th June, 1880.

No. 90 of 1880.

CONSERVATOR'S OFFICE, SOUTHERN DIVISION,

CAMP KELGERI, DHARWAR DISTRICT, *8th January*, 1880.

From the CONSERVATOR of FORESTS, Southern Division, to the COMMISSIONER, Southern Division.

SIR,—With reference to the extract para. 55 of report from the Engineer-in-Chief, Bombay Eastern Deccan State Railway, received under your endorsement No. 2509 of the 29th ultimo, I have the honor to inform you that the hill tracts referred to between the Krishna and the Mulprabha rivers are all taken up and under Forest Conservancy, which was first introduced in 1874, and has ever since been gradually and effectively tightening its folds on them, but more particularly in the Badami Taluka and western portion of Hungund.

2. It is only very recently that I made a careful inspection of all these tracts and can therefore verify the remarks of Mr. Middleton in his annual report for the past year that the effects of Forest Conservation in the talukas south of the Krishna river are already visible, and that the stony hill sides are becoming clothed with jungle.

3. I do not anticipate that there will be any difficulty in supplying the proposed railway line with fuel between the Sholapur and Gadag, but we want sadly a considerable increase to the protective establishments, which are quite insufficient to cope with our greatest of all enemies "Jungle fires," which through their frequent occurrence greatly retard improvement. I am about to submit proposals for this increase.—I have, &c.,

W. PEYTON, Lieut.-Colonel,
Conservator of Forests, Southern Division.

MEMORANDUM ON THE BOMBAY EASTERN DECCAN RAILWAY AND SYSTEM OF RAILWAYS PROPOSED FOR THE BOMBAY PRESIDENCY, SOUTH OF THE G. I. P. RAILWAY.

No. 4780 S of 1880.

RAILWAY CONSULTING ENGINEER'S DEPARTMENT,

BOMBAY, 12*th August*, 1880.

With reference to letter No. 1534, dated 17th July, from the Commissioner, S. D., submitting report from the Collector of Kaladgi on the points noted in paragraph 3 of Government Resolution No. 3136, dated 15th December, 1879, with regard to the location and traffic prospects of the Bombay Eastern Deccan State Railway, the Acting Consulting Engineer has the honor to make the following remarks.

The project of a line from Gadag to Sholapur was first started as an alternative to that of a Railway to Karwar, as the weight of mercantile opinion in Bombay was in favour of bringing the produce of the

Southern Mahratta Country, *vid* the G. I. P. Railway to Bombay, rather than to another port on the west coast like Karwar.

A trial survey was therefore run in 1872-73, and Government decided in favour of commencing with the Karwar-Bellary line.

The project was revived in 1878, when the Bombay Government submitted to the Government of India a Memorandum on the lines of railway proposed for the Bombay Presidency.

The line placed next in order of construction to the Karwar-Hubli Railway in this Memorandum was a line from Gadak to Bagalkot and thence to Sholapur or *vid* Pandharpur to Barsi Road, with an extension to Barsi. Preference was given to the line to Hutgi near Sholapur chiefly on account of its shorter distance and less cost.

The survey of this line was under consideration, when the necessity for opening famine relief works in the Sholapur and Kaladgi Districts called for the immediate commencement of the Railway in 1879.

Work had to be started on the imperfect knowledge of the country gained by the trial survey of 1872. The survey and earthwork were carried on simultaneously, and the location of the line was thus fixed by force of circumstances rather than by actual survey.

It is a question whether, if the matter had been more fully considered, the line would not have been carried direct to Sholapur or possibly through Pandharpur to Barsi Road, as suggested in the Memorandum, as an alternative route.

In submitting his report on the survey of the line from Hutgi to Gadag, Mr. Izat, the Engineer-in-Chief, advocated the construction of the first section of the Railway as a fair-weather line as far as Chimalgi (90 miles) on the banks of the Krishna, if funds could not be obtained for completing the line to Gadak. The cost of this portion as a metre gauge railway, without bridges and with only temporary stations and workshops, Mr. Izat estimated at Rs. 28,12,674 or Rs. 31,252 a mile.

Subsequently, Mr. Izat found that a good fair-weather crossing of tha Krishna could be obtained 3 miles east of Chemalgi, and that the line could, without difficulty, be carried on to Bagalkot, the centre of the trade of the district, although the work on this section would be heavy for about two miles, crossing the Kharlumettee Ghat.

Mr. Crawford, in para. 4 of his letter, says : "I myself think it very probable that the completion of the whole project of a railway from the G. I. P. Railway to Gadag will never, and need never be constructed when the railway to the coast is complete," and recommends the completion of the half-finished length to Bagalkot.

The Collector in his report also strongly advocates the extension of the line to Bagalkot if it is to be carried out as far as the Krishna River, as first proposed by Mr. Izat. In this view the Acting Consulting Engineer entirely concurs for the reasons given in the Collector's report.

But a line terminating at Bagalkot would be an entire departure from the original scheme of a Railway to Gadag, which was projected to carry the chief traffic of the Southern Mahratta Country over the G. I. P. Railway into Bombay.

Now that a line from Bellary to the coast is in a fair way of being

constructed at an early date, the expectation seems to be that the produce of the country for at least 50 miles north of the line will go to the coast rather than take the longer land route *viâ* Sholapur to Bombay by a line connecting the G. I. P. Railway with Gadag or Hubli.

The distances by rail would be—

	Miles.
Gadag to Karwar	... 145
„ Marmagao...	... 160
„ Hutgi	... 160
Hutgi to Bombay	... 292

The distances from Gadag to Hutgi and Marmagao are equal, so that to reach a seaport, goods would have 292 miles longer carriage by rail via Hutgi, than by the Marmagao or Karwar Railways, and traffic would almost certainly take the coast route.

If the line then is only to be carried as far as Bagalkot, the traffic which was mainly depended on to make the line pay will be lost.

Further, it would not pay to make so short a length on the metre gauge which could not be worked by the G. I. P. Railway. Rs. 20,000 a mile would have to be added for a broad gauge line to Mr. Izat's estimate.

Rs. 50,000 a mile is certainly not too high an estimate for a fair-weather broad gauge line from Hutgi to Bagalkot, 106 miles. The cost at this rate would be Rs. 53,00,000.

The Collector estimates that the goods traffic on a line from Hutgi to Bagalkot in a year would amount to 756,114 ton miles, or 7,133 tons over the 106 miles. This at 12 pies a ton mile would yield Rs. 47,257, or say Rs. 50,000 total goods receipts. * The receipts from passengers may be taken at half this amount at the outside, or say Rs. 25,000, giving total receipts Rs. 75,000 which would not pay half the working expense of one train a day each way.

If no better prospects can be held out of traffic for the line from these districts the project must be condemned on financial grounds.

For the first 60 miles from Hutgi to Bijapur the country is unusually barren, and no traffic can be developed on this district. Mr. Izat says: "The country between Hutgi and Bijapur consists chiefly of a series of bare, hard, moorum ridges with a few patches of rich cotton loam at the bottom of the valleys." Beyond Bijapur the country is for the most part fertile, the population is scanty, and there are neither large towns on the line nor jatras of any importance in its neighbourhood.

The additional traffic, which such a line would bring to the G. I. P. Railway, would be quite insignificant.

A total expenditure of Rs. 3,26,000 has been incurred on the survey and earthwork, which has been written off as famine expenditure. The earthwork has been nearly completed between Hutgi and Bijapur,

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* NOTE.—The receipts from passengers on the Dhond and Manmad, and Holkar and Sindia Neemuch State Railways amount to just one-half the goods receipts. The population of the Kaladgi District is very scanty, being only 95 per square mile, according to the Collector's figures.

and a portion of the above expenditure has been incurred on the survey of the line to Gadag. To ascertain the value of the work done on the line from Hutgi to Bagalkot, a deduction must be made on account of famine relief, which gave no return in work done. This may be set down at Rs. 80,000, and if Rs. 26,000 be allotted to the survey between Bagalkot and Gadag, the expenditure to date which will be sacrificed, if the line is not carried out, will be about Rs. 2,20,000. This amount is not equal to one year's interest at 4½ per cent. on the estimated capital expenditure of Rs. 53,00,000.

It must also be noted that there is a good road from Sholapur to Bijapur running nearly parallel to the railway.

Bagalkot, however, the trade centre of a fertile district, with a population of nearly 13,000, is a point which it is desirable to reach by rail. The Collector, in para. 8 of his report, says: "Bagalkot is so situated that it depends on the fluctuations of the market whether it is advantageous to send goods, and especially cotton, south to the large marts in Dharwar, west to the coast ports or north to the Railway at Sholapur, and a little difference may turn the scale in favour of any one of these routes."

At present the bulk of the trade is evidently with Dharwar and the coast, and a glance at the map will show that this is the natural route for the trade to take. The distance of Bagalkot from New Hubli is about 72 miles, whence the distances to Karwar or Marmagao by rail will be 109 and 124 miles respectively. From Bagalkot, through Kaladgi to Belgaum and Vingorla, the distance is about 150 miles. The better line to serve the trade of Bagalkot, will therefore be a line to New Hubli, from 70 to 80 miles long, which will bring it within 200 miles of the coast by the rail, instead of just double that distance *via* Hutgi and the G. I. P. Railway, or an alternative line due west through Kaladgi and Gakak to meet the north and south line hereafter described somewhere to the north of Belgaum.

The argument against going on with the Bombay Eastern Deccan Railway at present is founded on the assumption that the construction of the Karwar or Marmagao-Bellary Railways, to which the Bombay Eastern Deccan State Railway has hitherto been regarded rather in the light of a rival line, has now been practically determined on. If, as proposed by Mr. Sawyer, the Marmagao line is carried out on the 5′ 6″ gauge, this will determine the gauge of the whole Southern Mahratta Railway system. The adoption of the broad gauge would increase the first cost, but short lines could be more economically worked by the agency of the G. I. P. Railway Company.

Assuming that the line from Bellary to the coast has been arranged for and the line from Gadag to Hutgi set aside for the present as being a competing line and not likely to prove profitable, by far the most important line to be undertaken is that from Dhond or Poona to Satara, Kolhapur, Belgaum, Hubli and Bankapur, and thence to Bangalore. Dhond seems preferable to Poona as the junction with the G. I. P. Railway as it is also the junction with the Ahmednagar and Manmad line, and it is believed a good deal of difficult country between Poona and Satara will thereby be avoided. It would also be impossible to get a junction at Poona without abandoning the present station and

going to great expense. This line would pass through or near the following large towns :—

	Population.
Phaltan	10,400
Satara	24,000
Karad	10,000
Uran	8,000
Kolhapur	34,100
Nipani	8,400
Belgaum	24,300
Kittur	7,400

besides many other large villages. It would connect the important military station of Bangalore with Poona, and would intercept and bring to Karwar, Marmagao or Bombay the traffic which now finds its way to and from other ports on the coast, besides carrying the heavy traffic which follows the road between Hubli, Belgaum, Kolhapur, Satara, and Poona. If the survey of this line showed that it could be made as a broad gauge line for about the same rate per mile (Rs. 90,000) as the Dhond and Manmad State Railway will have cost when finished, the traffic will, it is believed, be sufficient to give a fair return on the capital expended, and such a line will make the Dhond and Manmad State Railway more profitable than it is at present.

Further, as the line would run for a considerable portion of its length through the Kolhapur State, that State might reasonably be asked to contribute a due proportion of the capital, and follow the example which has been shown by other Native States in this respect.

From Kolhapur a branch line, 30 miles long, should be made to Miraj, which would serve the following important towns :—

	Population.
Inchalkaranji	8,400
Kurundvad	7,800
Shirol	5,800
Miraj	22,500
Sangli	10,700
Tasgaon	10,200

and the Native States benefited might be asked to contribute. This branch might hereafter be carried north-east through Sangole to Pandharpur to meet a line running south from Barsi through Barsi Road on the G. I. P. Railway to Pandharpur.

The construction of a branch from the G. I. P. Railway to the important cotton mart of Barsi, with 16,300 inhabitants, has often been advocated. It would be 20 miles long, and the existing road can be utilized. The continuation of the line southward, 30 miles to Pandharpur, which has also upwards of 16,000 inhabibants and an immense annual influx of pilgrims, would be likely to pay well. The bridge over the Bhima, on the further side of which Pandharpur is situated, need not be built until the branch is continued on to Miraj or through Bijapur to join the Hubli-Bagalkot line.

The line from Bagalkot might hereafter be carried on to meet the Hyderabad Railway at Wadi Junction on the G. I. P. Railway.

No commencement can be made by Government with lines in the Southern Mahratta Country until access can be obtained from the coast from Karwar or Marmagao, so if anything is to be done in the next four

or five years the start must be made from some point on the south-east line of the G. I. P. Railway.

If the views set forth in this memorandum as to the primary importance of the line from Dhond or Poona through Satara and Kolhapur be approved, the first thing to be done is to get a survey of the line. The distances are approximately.—

Dhond to Satara	70
Satara to Kolhapur	70
Kolhapur to Dharwar	100
Branch to Miraj	30
	270

The cost of the survey, at Rs. 400 a mile, would be Rs. 1,08,000; and alternative trial line to Poona would probably have to be run and other lines in the neighbourhood of Belgaum, so that the cost may perhaps be nearer 1½ lakhs, part of this the Kolhapur State might be asked to contribute. The other lines to be surveyed would be—

	Miles.
Barsi Road Station to Barsi	20
Do. to Pandharpur	30
Bagalkot to New Hubli	70
Alternative do. West to junction with the North and South Line	80
Belgaum to Chitowra	35
New Hubli to Bankapur	35
	270

The surveys of provincial lines have to be met from Provincial Funds, and until they are completed and the scheme has been fully considered in the Public Works and Financial Departments of the Local Government, and the lines inspected by the Consulting Engineer to the Government of India, no allotment of funds can be expected from the Government of India under the rules for Provincial Productive Works.

So far as the Acting Consulting Engineer for Railways is aware, no attempt has yet been made in the Bombay Presidency to raise funds locally for the construction of State Railways as has been done in the Central and North-West Provinces, nor have Government yet intimated to the public the lines which they would wish to see constructed, or invited co-operation. But until the various lines proposed have been surveyed and the projects in some measure matured, it is not possible either to go to the Government of India for sanction, or to offer terms to the public for their construction.

The G. I. P. Railway Company might be asked to carry out the surveys of the branches from their line to Barsi and Pandharpur as they would probably have to be worked by them. Mr. Buyers and his survey party may be able to run a trial survey from New Hubli to Bagalkot with the balance of the budget grant for the Karwar-Bellary survey after he has finished the re-staking of that line, but

the Acting Consulting Engineer would urge upon Government the provision of the necessary funds for the survey of the line from Dhond, southwards to New Hubli, which he considers by far the most important line in the Presidency, and that which gives the best promise of a return on the capital expended.

G. W. OLDHAM, Major, R.E.,
Acting Consulting Engineer for Railways.

No. 2336 OF 1880.

P. W. DEPARTMENT (RAILWAY).

BOMBAY CASTLE, 16*th September*, 1880.

Read again Government Resolution No. 2188, dated 28th August, 1880.

Read the following memorandum by the Commissioner, Central Division, dated 23rd August, 1880.

"I would venture to recommend that in considering what line should be taken in making a Railway to run through the Satara, Kolhapur and Belgaum Districts to Dharwar, the advantages offered by a line starting from or near to Barsi Road Station to Pandharpur and from Pandharpur to Peelew, and through Peelew pass on to the South of it into the Satara District, and from thence on to Miraj should be considered.

"Such a line would, with the exception of the portion between Peelew and Satara District pass through perfectly level country with but a small Ghat to cross. If taken some 10 miles south of the Peelew Ghat, a better country might be found. As far as Pandharpur and from there to Peelew the country is fertile and prosperous, and there is always an enormous pilgrim traffic on this line of road.

"Any line from Dhond will at once meet with obstacles in the way of a very hilly country, in addition to which any attempt to cross the Ghats leading into the Phultan State would make the proposed line so difficult and so expensive as to render it impracticable. In addition to which there would be no passenger traffic, and the whole of the country from Dhond to the Phultan range of hills is poor and miserable to a degree."

Read also memorandum, dated 8th September, 1880, by the Acting Under-Secretary to Government, Public Works Department, Railway :—

* * * * *

"The Great Indian Peninsula Railway Company have been asked to undertake the survey of a line from Barsi Road Station to Pandharpur, and in the Consulting Engineer's memorandum a proposal was made to connect Pandharpur with Miraj.

"Whether this line should go through Peelew as proposed by the Commissioner, Central Division, or take the more direct route through Sangole, would have to be determined by actual survey and the requirements of the district.

"The direction of this line is so much to the eastward that it seems

doubtful whether it would do *instead* of the North and South line proposed between Dhond or Poona and Dharwar. The additional mileage by the Pandharpur route to Bombay would militate against traffic coming to Bombay by rail instead of going direct to the Coast, and the line would lose the Satara traffic altogether. The financial success of the line depends to a very great extent on these two items of traffic.

"It is very probable that an examination of the country will show that it will be better to take the line proposed in the Consulting Engineer's memorandum from Dhond through Miraj to Dharwar, with branches to Satara and Kolhapur, instead of from Poona or Dhond through these places as indicated on the sketch map.

"A careful reconnaissance of the country would have to be made before any decision could be come to as to the best route for survey."

* * * * *

RESOLUTION.—To be communicated to all Departments, in continuation of Government Resolution No. 2188 of 1880.

2. Government wish to have the opinions of the best informed officers as to the route to be adopted for a Railway to connect the Kolhapur State, the Satara, Belgaum and Dharwar Districts with the Great Indian Peninsula Railway and Bombay, it being understood that the line need not pass through the principal towns if a more practicable line and a better development of the country may be otherwise obtained.

3. Copies of the papers should therefore be forwarded to the Political Agent, Kolhapur, the Survey and Settlement Commissioner, the Commissioners Central and Southern Divisions, and the Superintending Engineers Central and Southern Divisions, for report, after communication with local officers of experience.

G. W. OLDHAM, Major, R.E.,
Acting Under-Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, *9th December*, 1880.

To the UNDER-SECRETARY to GOVERNMENT, Public Works Department (Railway).

SIR,—I am directed by the Committee of the Chamber of Commerce to acknowledge the receipt of your letter No. 2524, dated 12th October last, enclosing Government Resolutions No. 2188, and accompaniments, and No. 2336, of 1880, on the proposed system of Railways for the Southern Mahratta Country, and requesting to be favoured with the views of the Chamber as to the lines most likely to prove convenient for commercial purposes.

In reply they desire me to inform you that, of the lines referred to in the papers under acknowledgment, the one which in their opinion would open up the country, the

development of which is most needed, and would at the same time prove most valuable for commercial purposes, is a line which would connect Dhond with Dharwar and give railway communication to Satara, Belgaum and Kolhapur. It would open up important cotton growing districts, and, judging by all former experience, a very marked improvement in the quality of the produce might soon be expected to follow. Moreover, as the Consulting Engineer for Railways remarks the traffic would, it is believed, be sufficient to give a fair return on the capital expended, and such a line would make the Dhond and Manmad State Railway more profitable than it is at present.

The Committee observe, from the Memorandum of the Consulting Engineer for Railways No. 4780S, dated 12th August, 1880, that a total expenditure of Rs. 3,26,000 was incurred on the survey and earthwork of the Bombay Eastern Deccan State Railway from Hutgi to Gadag, the immediate commencement of which was called for in 1879 by the necessity for opening famine relief works in the Sholapur and Kaladgi districts. The earthwork was, it appears, nearly completed between Hutgi and Bijapur, and, as, in order to preserve and utilize this work the only things needed are the bridges and culverts, the Committee desire to take this opportunity of recommending that, if not very expensive, Government will order the work to be completed as a road, which might, should the necessity hereafter arise, be easily converted into a railway.—I have, &c.,

J. GORDON, Secretary.

APPENDIX Y.

PARTIAL SURVEY OF THE BOMBAY HARBOUR.

No. 264 OF 1880.

CHAMBER OF COMMERCE, BOMBAY, *27th October*, 1880.

To the SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—The Committee of the Chamber of Commerce understand that a survey of the harbour is about to be made by the Marine Survey Department of the Government of India, and, as the operations to be undertaken will be of great importance to the commercial interests of the Port, the Committee desire me respectfully to request that His Excellency the Governor in Council will kindly favour the Chamber with copies of any papers relating thereto which may be in the possession of Government.—I have, &c.,

J. GORDON, Secretary.

No. 666 OF 1880.

MARINE DEPARTMENT,

BOMBAY CASTLE, *3rd November*, 1880.

From the ACTING SECRETARY to GOVERNMENT to the SECRETARY to the BOMBAY CHAMBER of COMMERCE.

SIR,—In acknowledging the receipt of your letter dated 27th ultimo, I am directed to acquaint you that a partial examination of the Bombay Harbour by the Marine Survey Deparment of the Government of India is in contemplation, and that a communication on the subject has been received from the Secretary to the Bombay Port Trust, No. 2620, dated 15th idem, a copy of which and of its accompaniment and of Government Resolution No. 647 of 1880, is herewith forwarded.

2. I am to add that this Government are not in possession of any further information or papers in connection with the proposed survey.—I have, &c.,

M. W. WILLOUGHBY, Colonel,
Acting Secretary to Government.

No. 2620.

BOMBAY PORT TRUST SECRETARY'S OFFICE,

ELPHINSTONE CIRCLE, BOMBAY, 15*th October*, 1880.

To the SECRETARY to GOVERNMENT, Marine Department.

SIR,—I am directed to submit herewith copy of letter from the Port Officer, No. 2229, dated 7th instant, making certain recommendations with regard to the re-survey of a portion of the harbour now about to be undertaken by the Survey Department of the Government of India.

Lieutenant Morland has verbally stated to the Trustees that he has learned since the date of his letter that fresh orders have been received by the survey officers to enlarge the scale of their survey to 5 inches =1 nautic mile so that no further action requires to be taken on that point. The other matters referred to in the Port Officer's letter are however of such importance that the Trustees will be pleased if Government will consider them, and will issue orders in conformity with the recommendations of the Port Officer.—I have, &c.,

G. MANSON, Secretary.

No. 2229.

BOMBAY PORT TRUST, PORT OFFICE,

BOMBAY, *7th October*, 1880.

From the PORT OFFICER to the SECRETARY BOMBAY PORT TRUST.

SIR,—I beg to forward, for the information of the Trustees of the Port, copy of a letter I have received from Navigating Lieutenant Petley, R.N., Assistant Superintendent in charge of No. 1 Survey Party of the Marine Survey Department of the Government of India, acquainting me that a survey of the foreshore between Mazagon and Colaba is about to be undertaken on a scale of 3 inches=1 nautic mile, and asking for the co-operation of my Department in the execution of the work. The latter will, of course, be cheerfully afforded as far as may be practicable, but with reference to the area of the Harbour to be comprehended in the operations about to be undertaken, I have the honour to observe that whilst it is highly desirable that this part of the harbour be surveyed its extent is by no means so great as that which urgently requires re-surveying, and I would beg to recommend most strongly the necessity for the following being also undertaken, viz. :—

All the ground westward from the Sunkun Rock to north end of Caranjah Shoal thence westward of Butcher's Island to Trombay Bunder north-east of Elephanta and north-west of Hog Island. The Caranjah flat and the locality westward of Oorun Patch where the mud dredgings are deposited round the reef south-westward of Butcher's Island and the southern part of Caranjah Shoal to Nocar Point.

The ground requiring special attention lies westward of a line drawn from the outer fishing stakes off Colaba to Tucker's Patch.

As regards the scale mentioned by Lieutenant Petley 3 inches=1

nautic mile, I beg to observe that it would make the survey of much greater value for general use in my office, and elsewhere as a chart of reference in special cases and to record thereon changes which may be made from time to time in buoying or otherwise marking the dangers channels and anchoring space in the Harbour, if the scale on which it was carried out were somewhat larger.

Lieutenant Whish's survey of 1862 was on a scale of 3·75 in=1 nautic mile. This scale besides being a not very convenient one is in my opinion hardly large enough to show the important detailed information with regard to the nature of the bottom and depths over the anchoring ground and dangers which should be available in my office when required. The survey of Bombay Island on 1,200 feet to the inch (by Colonel Laughton) appears to delineate clearly what was then the harbour foreshores, and I would suggest that a nearer approach to that scale should be adopted, and therefore, I most strongly beg to urge that every possible endeavour be made to obtain its execution on a scale of at least 5 inches to the nautic mile. From the large scale original, a chart for navigating purposes could be reduced on a scale of 1½ in. to the nautic mile.

In Bombay Government Resolution No. 741, dated the 21st August, 1878, a letter of the Superintendent of Marine Surveys, No. 61, dated 23rd July, 1878, is quoted as follows :—"As I hope to bring out a new chart of Bombay next working season, I submit that the time will be opportune for recasting the definition of the Port limits of Bombay." I would suggest that this latter object be attended to at this opportunity, and although the Superintendent of Marine Surveys in his recent Administration Report appears to have modified his original intention with regard to the survey of this Port (doubtless with good reasons) as follows :—

"In connection with preparing a more comprehensive chart of Bombay Harbour and its approaches, I informed the Government that we could utilize the good portions of Lieutenant Palmer's recent survey whilst those portions of it reported by me as being improperly sounded should again have the depths systematically measured and reduced to a correct datum by Lieutenant Jarrod and his party."

But as I understand that some considerable portion of Lieut. Palmer's survey has been found incorrect, and as the importance of having correct charts of all parts of this extensive port is very great, moreover, as the bottom is known to have altered, and many rocks have been discovered since Lieutenant Whish's survey in 1862, it appears to me most desirable, notwithstanding that some extra expense may be involved, that we should have a new survey executed by a responsible department at any rate to the extent stated in the 2nd para. hereof. In the last quoted extract also it may be observed that "a more comprehensive chart" is spoken of, but as Lieutenant Whish's chart is on the scale of 3·75 in=1 nautic mile, it does not appear to me that the result will be achieved if this approaching survey be carried out on a scale of 3 inches =1 nautic mile.—I have, &c.,

HENRY MORLAND, Port Officer.

(True Copy)

G. MANSON, Secretary Bombay Port Trust.

No. 647.

MARINE DEPARTMENT,

BOMBAY CASTLE, *29th October*, 1880.

Letter from the Secretary, Bombay Port Trust, No. 2620, dated 15th October, 1880.

Forwards copy of a letter from the Port Officer, Bombay, making certain recommendations in regard to the re-survey of a portion of the harbour now about to be undertaken by the Survey Department of the Government of India, and states that the matters referred to are of such importance that the Trustees will be pleased if Government will consider them and will issue orders in conformity with the recommendations of the Port Officer.

RESOLUTION.—This representation will be forwarded to the Government of India, with a recommendation that the suggestions of the Port Trust may receive favourable consideration.

M. W. WILLOUGHBY, Colonel,
Acting Secretary to Government.

APPENDIX Z.

SAMPLES OF CLOTH, YARN, AND NOILS, MADE FROM DAMAGED AND BURST TASAR COCOONS COLLECTED FROM THE JUNGLES NEAR BOMBAY.

No. 3319 of 1879.

General Department,

Bombay Castle, *2nd December*, 1879.

From J. Nugent, Esq., Acting Secretary to the Government of Bombay, to the Secretary to the Chamber of Commerce, Bombay.

Sir,—I am directed to forward the accompanying copy of a letter No. 9, dated 20th ultimo, from Major Coussmaker, Assistant Superintendent, Revenue Survey, and to inform you that the samples of cloth, yarn, and noils, referred to at the close of para. 1 thereof, will, when received, be placed for seven days for inspection in the large room north of the Secretariat Library in the new Secretariat, and Government would be glad to have the samples examined by all members of the Chamber taking an interest in the subject, and to receive any observations they may have to make on it.

2. When the samples are received from Major Coussmaker, the necessary intimation will be made to you for the information of the Chamber.

3. Orders will be issued for the admittance to the room, where the samples are displayed, of all gentlemen who may wish to examine them.—I have, &c.,

H. A. ACWORTH,
For Acting Secretary to Government.

No. 9 of 1879.

Poona, *20th November*, 1879.

From Major G. Coussmaker, Assistant Superintendent, Revenue Survey, to the Secretary to Government, General Department.

Sir,—I have the honour to report that, as mentioned in my former reports No. 1 of 5-2-79, and No. 1 of 10-1-79, I sent all the damaged and burst tasar cocoons, which I had been able to collect, to Messrs. Tapidas Varjdas and Co., of the Alliance Spinning and Weaving Mill, Bombay. These gentlemen, having several trade orders on hand, were not able to take the work up at once, but as they found leisure,

did complete the working up of the raw material, and informed me that of the 130 lbs. sent by me, about 30 per cent. was lost in weight during the cleaning process ; of the residue, about 40 per cent. has been spun into 2-30s yarn, " very strong and elastic ;" while the remaining 30 per cent. is in the shape of " noils," short staple, tangled flocles of silk, which can be worked up in various processes, but not conveniently by themselves. To complete the experiment, Messrs. Tapidas wove about a yard of each of the eight samples herewith sent, and have also sent me the yarn remaining—49 lbs. 8 oz., together with 35 lbs. of " noils," regarding the disposal of which I now solicit the orders of Government.

2. The result of this experiment is—cocoons, entire, damaged, and empty can be collected in most parts of this Presidency at the cost of 6 annas per 100—1 lb. of 2-30s yarn and 12 oz. of " noils " can be obtained from 500 cocoons—2½ lbs. of this yarn would be required for the weaving of a piece of cloth 16 yards long and 20 inches wide. At the present rates, the expense of collecting cocoons, spinning the yarn, and manufacturing the cloth in Bombay would be, on the whole, about Re. 1-8 per yard. While 1 lb. 14 oz. of noils would remain for disposal. I believe from the above fact that tasar cloth, similar to these samples, could be sold in Bombay at Re. 1-6 per yard, and as the garments made would be both light and durable, they would meet with many purchasers among the European community.

3. Messrs. Tapidas inform me that, as far as they can judge, the silk brokers in the Bombay market would not purchase this cloth, yarn, noils, or cocoons. I should, therefore, advise that this sample be, first of all, shown, in its present state, in the Secretariat or other convenient place to the members of the Chamber of Commerce ; and afterwards it be sent as soon as convenient to the India Office in London, with a suggestion that it be placed in the hands of Mr. Thomas Wardle, or other experts, in order that it may be bleached, dyed, or otherwise manipulated, as they think advisable, and that after the yarn has been improved as much as possible, that it be carefully wove, so as to fully display its capability ; that it be valued in its various forms of cloth, yarn, and noils in England, these latter being also worked up as much as possible, and that the result, with all the information acquired, be returned to this country for the purpose of practically proving to our Bombay merchants the advantages of stimulating this industry.

4. In the present case I am only touching upon what can be done with the cocoons after the moths have escaped, as, no doubt, many members of the native community who, from religious motives, shrink from taking life in any form, when they see that by fostering the tasar silkworm a remunerative crop of cocoons can be reaped, will eagerly take up the industry in its " spun silk " phase. In a few weeks more, when I shall have worked up sundry matters of details, I will report upon what I have learnt this year regarding the " raw silk " phase when the chrysalides are trilled before the cocoons are made use of.—I have, &c.,

G. COUSSMAKER.

(True Copy)

H. A. ACWORTH,
Acting Under-Secretary to Government.

cc 83

No. 3424 OF 1879.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 12*th December*, 1879.

From H. A. ACWORTH, Esq., Acting Under-Secretary to the Government of Bombay, to the SECRETARY to the BOMBAY CHAMBER of COMMERCE, Bombay.

SIR,—With reference to para. 2 of my letter No. 3319, dated 2nd instant, I am directed to inform you that the samples of cloth, yarn, and "noils" therein referred to have been received from Major Coussmaker, and placed for inspection in the room north of the Secretariat Library, as previously intimated.

2. Major Coussmaker has also sent a small bag containing damaged and burst cocoons, as collected from the jungles near Bombay, and sent by him to Messrs. Tapidas Varjdas and Co. to enable the members of the Chamber to see the article in its primitive state. These cocoons have also been placed for inspection in the room above referred to.—I have, &c.,

H. A. ACWORTH,
Acting Under-Secretary to Government.

No. 3447 OF 1879.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 13*th December*, 1879.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to my letter No. 3424, dated the 12th instant, I have the honour to inform you that the samples of silk therein referred to have been placed in room No. 44 (the north room) on the second floor of the new Secretariat, and not in the room to the north of the Secretariat Library on the first floor, as previously intimated.—I have, &c.,

H. A. ACWORTH,
Acting Under-Secretary to Government.

No. 2 OF 1880.

POONA, 21*st February*, 1880.

To the SECRETARY to GOVERNMENT, General Department.

SIR,—I have the honour to report, for the information of Government, on the experiments which I have during the past year made in tasar sericulture, and the conclusions which I draw therefrom.

1. As mentioned in my report No. 1 of 10th January, 1879, I had put by 50 cocoons of the crop of 1878 for breeding, and during the hot weather I collected in the districts, where I was, upwards of 1,000 more, several of which were good enough to be kept for the same purpose;

of these I sent some away to different correspondents, and from others I got a good supply of moths, many of which I allowed to escape, as I had not sufficient food for many caterpillars. I kept the eggs from 76 moths, amounting to some 15,000, of which I sent away one-third only, hoping I might find food in Poona for the remainder, but I miscalculated my resources and the power of protecting them from their enemies, for I was only able to secure 500 good cocoons; of these I have kept 100 for next season, and I have sent home a large portion of the remainder to Mr. Thomas Wardle.

2. In my previous reports I had mentioned that the great difficulty in rearing these worms was to ensure an unfailing supply of suitable food, and that in order to obtain this I intended to plant my bushes in the form of hedges. Accordingly in June, as soon as there appeared to be any promise of rain, I began my plantation. There is in my garden a convenient plot of ground about one-sixth of an acre in extent, with a southerly aspect; this I had cleared of trees and bushes, and laid out in ridges 4 feet wide with gutters on either side; on these ridges I have planted all the shrubs which I have collected during the time I have occupied the house, and have now my hedges continuous and complete, supplementing them with more plants raised during the last 6 months. I have now got 340 feet of Lagerstrœmia Indica, vern. *Daiyeti*, 270 feet of Zizyphus Jujuba, vern. *Bher*, 90 feet of Carissa Carandas, vern. *Karinda*, 107 feet of Terminalia Tomentosa, vern. *Ain*, 15 feet of Terminalia Arjuna, vern. *Sadara*, and 46 feet of Ficus Benjaminia, vern. *Nandruk*. Of these the *Daiyeti* is certainly the most promising, as the harder it is cut back or eaten off by the worms, the more luxuriantly it throws up shoots, especially when watered liberally; these shoots are clothed with leaves the whole way up, and the caterpillars greedily devour every bit of leaf, and even the more succulent parts of the shoots; I have not been able to raise this plant from seed but find that the roots have excessive vitality. The *Bher* is the tree on which in the Deccan the greater number of cocoons are found, it grows very quickly but only from seed, as far as my experience goes, the leaves are rather sparsely distributed, and the growth is very straggling, the caterpillars eat up every leaf and also devour the flower. The *Karinda* is more leafy than the *Bher*, and the caterpillars also eat it off very closely, but it recovers leaves slowly, and the plant does not grow quickly. The *Ain* and the *Sadara* have much larger leaves than the preceding shrubs but they grow very slowly, at all events for the first 2 years of their existence, the *Ain* is the favourite food of the worm in the Konkan. I do not know whether it eats the *Sadara* to any extent, and as my plants are only seedlings of this past monsoon, I cannot yet give any information as to its utility. The *Nandruk* plants have not thriven well, nor did the worms feed on them this last monsoon, though on the more elevated country from Satara towards the south, I have found many on this tree, in the neighbourhood of Poona, therefore I should not recommend it for this purpose, but am in favour of growing *Daiyeti* thickly planted on ridges, so as to form continuous lines of food, while the *Bher* and the *Karinda* might be planted as hedges surrounding the plantation, as they naturally grow into thick tangled masses, and being thorny would keep out cattle. In three years the *Bher* will grow from seed into a bush 4 feet high, and in the same time the *Daiyeti* raised from cut-

tings and root suckers would be nearly as high, and the whole plantation would be ready for feeding by the commencement of the third monsoon after it had been started. I should, if possible, lay it out with a view to irrigating it, for though there is no necessity to water the trees during the rains, still liberal watering and plenty of manure will always increase the supply of leaf, by high cultivation of this nature, my small plantation is now so far advanced that next monsoon I hope to be able to state how much ground will be required for a definite number of worms.

3. I regret to say that the cocoons which I sent home last year to Mr. Wardle were spoilt; I had dried them in an oven, and the fibre was burnt. I afterwards sent some home with live pupæ in them, but it was not at the right time of the year, the moths came out and spoilt the cocoons. I have, however, now prepared some cocoons carefully, and expect they will give a better result, the chrysalides having been killed by hot dry air.

4. As stated by me in a former report I keep all my seed cocoons hung up on a wall, out of reach of rats, &c.; and find as long as they are left thus undisturbed the moths only come out at the regular season. Last year the first worm was hatched on the 15th June, and the last spun its cocoon on the 15th November. It appeared to me that as soon as the cold east winds, which we had at the end of October, set in, that the worms made no further progress, and more of them died at that time, instead of spinning their cocoons than at any other period of their existence. During the five months I was rearing them this last season, I could not detect any epidemic nor any well defined sickness among them, nor did there appear any difference between those reared in the open or in the shade, or on large or small trees, or under cover; insects, birds, mice, rats, squirrels, and lizards carried them off repeatedly, but the great cause of so much life being lost was that I tried to preserve more than I had food for: in fact, they died from preventible accidents.

5. During this last season I was working in the Ahmednagar Districts where I had been informed by a native official in the Forest Department that there were no tasar cocoons to be found; when, however, in March and April the *Bher* trees became completely leafless, I perceived that there were many cocoons hanging from the branches; by fixing a price, one pie per cocoon, and paying some small boys for every one they brought, I soon got many people to search for them, and in less than a month the men, women, and children of one village, where my camp was, brought in upwards of 1,000. This quite confirms my former experience that the insect is found nearly everywhere, and the wild cocoons are very easily obtained—in the Konkan where the rice cultivating classes go into the forests to cut down the small branches to place on their fields and burn for manure in January and February—in the Deccan where the *Bher* tree sheds its leaves in March, April, and May. If therefore the Forest Department would always buy every cocoon offered to them (I believe two cocoons could be obtained for one pie) these might be sold annually like any other forest produce, those that are empty or injured should be at once put into sacks, all extraneous matter as the leaves and twigs on the outside, and the exuviæ of the caterpillars and chrysalides inside the cocoons having been first removed if practicable,

for such things only harbour beetles and moths : those that are sound and heavy containing live pupæ in fact, should be hung up on walls out of reach of rats, mice, and squirrels, and if possible protected against ants as well, a window might be left open at night and then all the moths which come out of the cocoons would be able to escape. If, with a view of rearing the worms near the place where the cocoons were kept, it should be thought advisable to collect some fertile eggs, it would only be necessary to put the female moths out on bushes and trees, during the night the males would visit them, and at the following sunset the females would begin to lay their eggs. In this way a large supply of eggs can be obtained with great certainty, and during the interval of eight or nine days between the laying and hatching of the eggs, they may be despatched through the Post Office without receiving any injury.

6. By taking some such steps as these this industry would soon become firmly established and in a few years would develope greatly, the demand is large, I constantly receive letters from merchants in this country and from manufacturers in Europe urging me to ensure a steady supply. I may here mention that within the last month, M. Daniel of St. Etienne, a ribbon manufacturer, has written twice to Messrs. Treacher and Co. asking them whether they could engage an agent for him to collect cocoons in this Presidency. I have had these letters in my hands, and have communicated their contents to the Conservator of Forests, Northern Division, asking him whether it would not be possible to stimulate the collection.

7. One of the most interesting and I think important facts that I have this year been able to prove is with regard to the composition of the cement with which the caterpillar hardens its cocoon. Former analyses of this agent made for me in England by Dr. Taylor, and in Bombay by Dr. Lyon, had shown that it contained the Acid Urat of Ammonia, that it was in fact excrementitious, and this year by opening the cocoons at various intervals, I was able to convince myself of the fact that when the caterpillar has left off feeding and begins to spin it voids the food remaining in the alimentary canal, first of all in a more or less solid form and of a dark colour, but after it has become fully enveloped in the cocoon, the excrement comes away as a light coloured liquid, the hue and consistency of which depend upon the amount of vegetable matter not previously evacuated, and the amount of lime, carbon, and ammonia present; the respective proportions of these ingredients vary, I presume, with the food on which the caterpillar has fed and with the state of the atmosphere at the time of spinning, also the longer they remain coating the fibre, the harsher and more discoloured it will be ; it is therefore very necessary, I think, to remove this cement at a very early date, and this chemistry has shown the manufacturers how to do ; judicious feeding too may alter its nature. Before long fresh cocoons will be at an early stage thoroughly cleansed of all discoloring matter, and tasar silk will be available for manufacturing purposes as colourless as it is when first put forth by the caterpillar.

8. Besides the small experiments which I made this last season in tasar sericulture, Mr. Stormont, the Superintendent of the Khandesh Experimental Farm, tried to rear some of the worms ; at first he met with several difficulties, but these he gradually overcame and gathered

a few very good cocoons out of the 1st crop, the 2nd promised very well for some days, but just when the worms reached maturity, the weather proved very unfavourable, and from one cause or another he did not succeed in getting a crop; next year we hope for better results. Some fine cocoons were gathered in Dharwar, and in Uran from seed supplied by me. Mr. Natu, an inamdar of Poona, has several times come to watch my method of cultivating the worms, and he assures me that he intends to do the same. Mr. Baird, on behalf of the Maharana of Udepur, has lately called on me for the same purpose, and he tells me that he believes that the Maharana will also start a plantation. Through the kindness of my correspondent in the Santhal country I have procured a few cocoons of the large or *Chattisgarhi* variety of the tasar moth and as this crosses readily with the small or *Desi* variety, which only is found in the Southern Mahratta Country, I hope next season to procure larger cocoons than I usually do.

9. I had Rs. 283-13-11, remaining (out of the money granted to me in 1875 for tasar experiments) at the commencement of last year. This has now been expended in purchasing cocoons, in forming the plantation already mentioned, in despatching cocoons and eggs to various correspondents, and in paying for the manufacture of silk yarn from cocoons as stated in my report No. 9 of 20th November, 1879. The account has been submitted to the Accountant-General. If Government will place the further sum of Rs. 500 at my disposal, I will continue to purchase cocoons from the villagers in the districts where I may have to work and will carry out more experiments.—I have, &c.,

G. COUSSMAKER, Major.

APPENDIX A A.

SAMPLES OF FLOUR OF MAHABLESHWUR ARROWROOT.

No. 9 OF 1880.

CHAMBER OF COMMERCE, BOMBAY, 10*th January*, 1880.

Messrs. FINLAY, CAMPBELL and Co., White Lion Court, Cornhill, London.

DEAR SIRS,—On the 19th ultimo, the Committee of the Chamber of Commerce forwarded to Messrs. Ritchie, Steuart and Co., for transmission to you, a box containing 12 tins of flour of Mahableshwur Arrowroot, and two tins of the same article marked second quality, with a request that they would ask you to be so good as to submit the samples to such persons as you considered best qualified to test the quality of the two descriptions of Arrowroot, and to ascertain their commercial value.

I enclose the letter addressed by Government to the Chamber on the 7th August last, together with the copy of Mr. East's report therein referred to, from which it will be seen that there is an extensive area of hundreds of square miles on the Ghats on which the Arrowroot plants grow freely, and that an important industry might be created.

The Committee would, therefore, be much obliged to you if you would kindly submit the samples sent to you, through Messrs. Ritchie, Steuart and Co., to experts in the trade with a view of ascertaining, for the information of Government, the commercial value of each description, and the probable demand for each if exported in quantity.

The Committee, I may mention, have taken the opinion of local experts on the quality of the article, and No. 1 is pronounced by them to be so much superior to the ordinary article as purchasable here that the London quotations for East Indian Arrowroot (3d. per lb.) scarcely give a fair idea of what it would fetch at the sales.

Please send a note of whatever charges you may incur in this matter to Messrs. Ritchie, Steuart and Co., to whom the amount will be paid by the Chamber.—I remain, &c.,

J. GORDON, Secretary.

WHITE LION COURT, CORNHILL,
LONDON, E.C., 13*th February*, 1880.

J. GORDON, Esq., Secretary of the Chamber of Commerce, Bombay.

DEAR SIR,—We have the pleasure to acknowledge the receipt of your favour of 10th ultimo and enclosures, and we have also received from Messrs. Ritchie, Steuart & Co. the 12 samples of Mahableshwur Arrowroot therein referred to. These samples have been submitted to

all the chief members of the spice trade, and the universal valuation is 2¾ to 3d. per lb. We have also placed them in the hands of very experienced brokers in Mincing Lane, and have now the pleasure to enclose a long and exhaustive letter from them on the subject, which, we trust, may be found to be of practical value.

Also we enclose copy of an analytical report upon the samples which we have obtained from the Manager of a company—in which we are interested—which uses Sago flour very largely in the manufacture of saccharine matter for the use of brewers, and this, we trust, you will find to be of use. If you can comply with the Manager's request to send home a small quantity of the *roots*, we shall be obliged. —We are, &c.,

FINLAY, CAMPBELL & Co.

DUNSTER HOUSE, MINCING LANE,
LONDON, E.C., 12*th February*, 1880.

Messrs. FINLAY, CAMPBELL & Co.

DEAR SIRS,—We are in receipt of your favour of yesterday, the contents of which we note with every attention; we have perused with great care the letters received by you from your Correspondents in Bombay, and the letters addressed to them by the Bombay Chamber of Commerce on the subject of Arrowroot, and now beg to say that when we reported upon the quality and value of the samples we had no idea that what was required was instruction in the preparation of the article; otherwise we should have furnished you with the same without a moment's hesitation. You will, we are sure, pardon our apparent vanity in saying that we know of no one who can give a more satisfactory opinion as to the commercial value of this article than ourselves; of course we can have an analytical test made, but when it is done, we do not see that we have got any further in our information. Analysis in such matters is of little use; all that is wanted is starch, and the better colour such starch is, the better will be the price obtainable for it. This, of course, applies chiefly to manufacturing uses, when we come to Arrowroot suitable for culinary and medicinal purposes a different thing is wanted. Arrowroot for these latter purposes is in abundant supply from (Bermuda,) Natal, and St. Vincent. Bermuda Arrowroot is worth 1s. @ 1s. 9d. per lb., and sometimes even more: the value of such is not at all affected by other sorts, as it is an entirely fancy article. The *better* qualities of Natal and St. Vincent are for all practical purposes equally good, and are in most instances sold as Bermuda by the retailers, their values ranging from 3½d. to 6d. per lb. in tins and paper-lined boxes, and 2½d. to 4d. in barrels, according to colour. The colour of Arrowroot is in a very great measure attributable to the number of *washings* through which it goes before final drying, every washing of course clearing away some particles of dirt, increasing thereby the labour, and reducing, to some slight extent, the bulk. The flavour of Arrowroot is in some measure due to the sweetness of the water in which it is washed, and it said to be owing to the peculiar sweetness of the waters of Bermuda, that the Arrowroot obtained therefrom has become so favourite an article. The consumption of Bermuda Arrowroot *so called* is very many times larger than the

production, and for this reason, as well as those mentioned above, the price of Bermuda is maintained, because, for the simple guarantee of the genuine article, certain consumers do not mind the price they pay for it.

We are well aware that there is "an extensive area" on which the Arrowroot plant and similar plants grow without much attention being bestowed upon the same, and the difficulty experienced in producing the Arrowroot is in a great measure, no doubt, due to the difficulty in tutoring the natives in the preparation; but still more difficulty is probably attributable to the lowness of price obtainable for the manufactured article.

Tapioca, both pearl and flake, is made from a flour of a similarity to Arrowroot; this flour has been, and is, imported largely into this country, and in fact into all civilized lands, from Penang and Singapore, and the manufactured article—Tapioca—still more largely, yet the price of the best quality of the flour rarely exceeds 2½d. per lb., whilst that of the Tapioca, which certainly fluctuates to a greater extent, does not average as much as 3d. per lb. over a series of years.

The production of Tapioca is quite equal to the demand, and that of the flour much in excess thereof, now "Tapioca Flour" is of a much better colour than your samples of Arrowroot, and is consequently of more value for manufacturing purposes, such as the stiffening of calicoes and prints, and the adulteration of cheap Cocoa and farinaceous foods of every variety.

It will be useless, we think, for the Government to try and get the quality of their produce up to the standard of the West India descriptions, because an abundant supply of such, even if successful, would only tend to lower the price of the West Indian Arrowroots, without recompensing the manufacturers of the East Indian by enhanced value. As far as we can see, it is only necessary for the colour to be fairly white (which your samples are not) to render it a marketable article: any other aim will undoubtedly be unremunerative. If your quality of Arrowroot is brought entirely up to the standard of the West Indian, there is nothing to be gained by it, as the difference of ¼d. to ½d. per lb. would not pay for the extra labour (however cheap) and the extra care in packing.

Regarding the process of the manufacture, we can only say that any system of grating the roots upon perforated tin plates, like a nutmeg grater, is certainly very primitive, and we would suggest that it would be far easier to crush them, or grind them in a mill, which would answer the purpose equally well. The pulp should then be washed over and over again in clean water, every drop and particle of which should of course be allowed to settle before drawing off, so that nothing should be wasted.

With respect to price, you can hardly ever expect to get more than about 2½d. to 3d. per lb for your Arrowroot, even in very prosperous times; of course, when starch foods are very scarce, higher prices may rule, but with constantly increasing production of wheat, this chance becomes more and more remote, and it would be a fallacy to base any hopes of success on such a foundation.

It is quite true that Arrowroot from Southern India is not unknown in the home market, and that it has hitherto held an inferior position; the hopes the Government of India entertain, of having overcome the difficulty as respects the colour, have been entertained by numerous

others, over and over again, probably for a century or more: the difficulty has always been the *price*, and nothing more or less. Flour made from potatoes on the Continent and in Scotland and Ireland is for all practical purposes almost equally as good as Arrowroot, but it cannot be brought in point of colour and percentage of starch to that standard of quality required at a sufficiently low price in consequence of the high price of labour.

We see no reason why the experiment should not be made by the Government on a large scale, nor why it should not pay: it would certainly answer if the place of production is not far distant from the shipping ports.

Arrowroot for culinary purposes is never adulterated, unless prices of good qualities are very high; that for manufacturing purposes has occasionally been adulterated with powdered chalk, &c., but the fraud is easily detected. Kindly instruct us if you would like the sample analysed.

The packages should be strong bags for cheapness sake, and they should have an inner bag of linen to prevent waste. Flour barrels, or any rough sound case, will answer as well. It will be useless to go to heavy expense in packages.—We are, &c.,

GREEN AND PITT.

THE MAUBRE SACCHARINE CO., LD.,
FULHAM ROAD, HAMMERSMITH, *5th February*, 1880.

Messrs. FINLAY, CAMPBELL & Co., White Lion Court, Cornhill.

DEAR SIRS,—We have carefully examined the samples No. 1/2 of East Indian Arrowroot handed to us by your Mr. Alex. Campbell, and have pleasure in reporting as follows:—

We have compared them with the finest Bermuda Arrowroot, the value of which was given to us by our broker as 1/10 (one shilling and ten pence) per lb., and so far as their chemical constitution is concerned, there does not appear to be any material difference between them and this finest quality of Arrowroot.

We give you on the other side an analysis of all three, we have merely to premise that the lesser proportion of starch in No. 1 than No. 2 is due mainly to the fact of No. 1 containing a much larger percentage of moisture, in other words not being so well dried.

	Bermuda.	No. 1.	No. 2.
Water	18·95	21·10	18·40
Starch	76·84	74·55	78·04
Ash	0·10	0·20	0·50
Fibrous matter	0·39	0·63	1·02
Other Carbohydrates	3·72	3·52	2·04
	100·00	100·00	100·00

There is a greater difference as regards their physical appearance than would appear from the above figures. The Bermuda is perfectly white and of a crispy character. The fibrous matter in the Bermuda is small in quantity and exceedingly fine, and I cannot but think

that for medicinal purposes the fact will materially affect the value of the East India Arrowroot. Your No. 1 sample is of a slight pinkish colour but unlike the Bermuda, it is not crispy but pulverulent, the fibrous matter is much greater in quantity than in the Bermuda and coarser. Your No. 2 sample resembles No. 1 sample except that it is greyish in colour and not so finely pulverulent, but there is much more coarse fibrous matter than in No. 1 sample. These differences are due, no doubt, to the imperfect washing of No. 2 as compared with No. 1.

It is difficult, of course, to form any estimate of the commercial value of these two samples. So far as their chemical composition and general appearance are concerned, they do not differ very much from the best Sago flour which, as you know, commands a very low price in comparison with the best Arrowroot; on the other hand, except so far as external appearance goes, there is no reason why it should not sell at prices bordering upon those paid for the best Arrowroot, but it may be that this very external appearance imparts to the latter a fancy value. The character of the two starches, that is the Bermuda and your two samples, varies somewhat under the microscope. The granules of the Bermuda present a uniform appearance with clear, well-defined outlines, those of the others being irregular and differing in shape, and apparently not so well matured. There is no doubt that the quality of these starches might be improved by care in the cultivation of the root and improved methods of manipulation.

If there is anything further which we can do for you in this matter we shall be pleased to do it.

We should feel greatly obliged if you would procure for us a small quantity of the roots from which these starches are prepared, say about 1 cwt., one-half to be shipped in sealed air-tight case so as to ensure their sound preservation, and the other half in ordinary case or sack. If you could also obtain for us the price of these roots in large quantity we should feel obliged.

We would draw your attention to the ash on inorganic matter in the three starches above mentioned. Your No. 1 sample contains twice as much as the Bermuda, and your No. 2 five times as much, and although the proportion in each is small in comparison with the bulk, it may nevertheless impair its value from a medicinal point of view.—Yours faithfully,

MAUBRE SACCHARINE Co., Ld.,
E. G. FRANCIS, Manager.

APPENDIX BB.

SAMPLES OF WILD GALLS.

CAMP KODIT, KHANDESH SATPURAS, *8th April*, 1880.

To the SECRETARY CHAMBER of COMMERCE, Bombay.

DEAR SIR,—The fruit of the Beheda tree (terminalia bellerica) is one of the myrabolams of commerce, and is used in dyeing cloth and leather, and in tanning, and is exported to Europe. Native ink is made of it, and it is used in medicine. The kernels are eaten, but are said to be intoxicating. Oil is expressed from them. This article is produced in great profusion in the Khandesh forests, and I am informed that it is of a very superior quality. At present hardly any market is available for it, and it rots away unused in the jungle. To you, I appeal as the patron and encourager of trade, to help me to introduce it into the market: may I count on your assistance? I am not aware of the ordinary course adopted in matters of this sort, and I must ask your forgiveness, if I have in any way infringed on the etiquette of business; and beg that you will kindly inform me of the steps I should take to attain my aim. I shall be most happy to send you a sample of the Beheda fruit, in whatever may be the most convenient quantity. As the present is the most favourable time for collecting the fruit, will you kindly favour me with an early reply.—I am, &c.,

G. K. BETHAM,
District Forest Officer, Khandesh.

No. 89 OF 1880.

CHAMBER OF COMMERCE, BOMBAY, *17th April*, 1880.

G. K. BETHAM, Esq., Forest Department, Khandesh.

DEAR SIR,—The Committee of the Chamber of Commerce desire me to acknowledge the receipt of your letter of the 8th instant, and to say, in reply, that if you will be so good as to send to the Chamber a small quantity, say about 2 cwt. of the myrabolams described in your letter, they will be happy to forward them to England, and obtain an opinion as to their quality and commercial value.

I have also to request that you will at the same time be so good as to send to me whatever information you can obtain respecting them.—I remain, &c.,

J. GORDON, Secretary.

No. 304 OF 1880.

KHANDESH FOREST OFFICE,
CAMP SHAHADA, 27*th April*, 1880.

From the DISTRICT FOREST OFFICER, Khandesh, to the SECRETARY CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to acknowledge receipt of your letter of the 17th current, and to inform you that I have this day despatched to your address two bags of the myrabolams described in my letter of the 8th instant, weighing about 240 lbs.

2. As stated in my previous letter, "the Beheda (terminalia bellerica) fruit is one of the myrabolams of commerce, and is used in dyeing cloth and leather, and in tanning, and is exported to Europe. Native ink is made of it, and it is used in medicine (Pharm. Ind. 88). The kernels are eaten, but are said to be intoxicating. Oil is expressed from them." (Forest Flora of North-West and Central India, Brandis.)

3. The Beheda is used here locally by tanners in dressing and colouring skins. They dry the fruit, pound it to powder, and boil it in water. The Beheda is also dried, powdered, and mixed in equal quantities with Hirda (terminalia chebula) and Senna, and is used in medicine as an aperient. The juice expressed from the baked Beheda fruit is also used as a remedy in coughs.—I have, &c.,

G. K. BETHAM,
District Forest Officer, Khandesh.

No. 242 OF 1880.

CHAMBER OF COMMERCE, BOMBAY, *4th September*, 1880.

G. K. BETHAM, Esq., District Forest Officer, Khandesh.

DEAR SIR,—With reference to your letter of the 27th April last, I am directed to inform you that the samples forwarded by you are not the myrabollams of commerce but wild galls. Their value, however, varies proportionately with that of myrabolams. They are worth in Bombay from Rs. 6 to Rs. 6-4 per candy, and they sell indifferently in England at from 4s. to 6s. per cwt. They have been sold in England as low as 2s. per cwt., and as high as 8s. per cwt. They are now quoted by the brokers in Liverpool at 4s. to 5s. per cwt.

The Committee of the Chamber forwarded the samples to London and Liverpool, through Messrs. Owen & Okell, for the purpose of ascertaining their commercial value. The reports which have been received are now sent herewith. The first is from a large broker's firm in London, the second from another one in Liverpool, both having a long experience in tanning and such materials.—I have, &c.,

J. GORDON, Secretary.

BOMBAY, *27th August*, 1880.

London.—The sample of Beheda nuts or wild galls is to hand, and the quality and growth are finer than any which we have seen. At the moment, owing to the low rates for myrabolams (with which the article comes into competition), the sale would be difficult at over 5s. per cwt. These nuts are used for dyeing, ink making, and tanning, but chiefly for the two former processes. The outer shell contains a small percentage of tannic acid as compared with the myrabolams, and the colour of more than half the bulk of the imports is now for tanners' use. The stone and kernel are of no use in this country, and are somewhat large in proportion to the size of the nut.

Liverpool.—We return you the letter received from the Secretary of the Chamber of Commerce (Bombay) respecting the sample of galls, of which you have sent us a sample bag. We have examined the same carefully, and find that they are of no more value than the ordinary wild galls which come from Bombay, the only difference being that they are larger in size, they are evidently of the same family "terminalia bellerica." This sample of yours contains no more tanning property than the usual Beheda nuts which come from Bombay. In this country the nuts are never used by themselves, but are ground and mixed with myrabolams to give a lighter colour to the powder.

OWEN AND OKELL.

APPENDIX C C.

ADDRESS TO THE MARQUIS OF RIPON.

On Monday the 29th of November, 1880, His Excellency the Marquis of Ripon received, at the Secretariat, a deputation from the Chamber of Commerce. There were present the Hon. J. N. Graham, Chairman, Mr. G. A. Barnett, Deputy Chairman, Messrs. James Hutton, J. G. Russell, R. Roberts, C. Kapp, James Thorburn, W. Maitland, J. L. Symons, R B. Sedgwick, C. Poole, J. Fachiri, Hon. S. D. Sassoon, Messrs. G. A. Kittredge, F. Mathew, F. D. Parker, Sorabjee Framjee Patel, Nanabhoy Byramjee Jeejeebhoy, and J. Gordon, Secretary.

The deputation having been formally introduced to His Lordship, the Hon. Mr. Graham said :—

Your Excellency,—The Address which we have the honour to present, and of which your Lordship has already received a copy, is somewhat lengthy, and as we are well aware of the value of your Lordship's time, I trust I shall meet your views if I summarise as briefly as possible the important subjects to which we desire to draw your Lordship's special attention.

Before doing so, I may say that it is with great pleasure that we take advantage of this opportunity to offer to your Lordship, on behalf of our mercantile community, a hearty welcome on the occasion of your Lordship's first State visit to Bombay.

Of all the subjects at present before the mercantile public, there is not one which on this side of India excites more interest than the extension on sound principles of railway communication, as your Excellency may probably have observed that two-thirds of our Address is devoted to this subject.

In the first place, we have tried to point out as forcibly as possible the grievous error committed in constructing any portion of the great trunk line between Bombay and Delhi on the narrow gauge system. Ever since I can remember, the mercantile community of Bombay have been earnestly and hopefully looking forward to the time when the com-

pletion of the link between Ahmedabad and Delhi would bring us into closer contact with the Punjab and the N. W. Provinces. A general feeling of satisfaction was experienced when Government determined to carry on the work, but this was turned to one of, I may almost say, exasperation when it was found that notwithstanding our persistent remonstrances, supported by the enlightened views of Sir Philip Wodehouse, the Government seemed resolved to half ruin the gift they had granted, and to commit a blunder the evil effects of which were obvious to all who took an interest in the subject. Your Lordship will, I think, have gathered from the facts we have collected that the unfortunate mistake then committed has borne fruit even more rapidly than the strongest opponents of the narrow gauge system on this line could have anticipated.

From this subject we have passed on to recommend the resumption of useful public works and the construction of certain lines of railway, which we have good grounds for believing would be of immense value in developing the trade of this Presidency. I need not enter into details, but from the facts that we have laid before your Lordship, I have little doubt that you will not consider that we have attached an exaggerated importance to any one of them. Should further data be required to confirm our views, we shall have the greatest pleasure in collecting and forwarding them to your Lordship with the least possible delay.

I trust our reasons for objecting to any State subsidy or aid being given to the Murmagoa Railway may not be misunderstood. Theoretically, and arguing from the geographical position, no doubt a railway in that direction seems desirable, but the produce brought by it to the coast must ultimately come to Bombay, and its transport will be subjected to the irregularity and inactivity connected with coasting communication. Every day merchants are becoming more alive to the fact that for certainty of arrival and continuity of communication trade can afford to pay a premium. It is on these among other grounds that we recommend that the development of that part of the country should, as far as the Indian Government is concerned, be left to the apparently more expensive route by Satara and Kolhapur.

The other questions with which we have dealt are the proposed Acts in respect of Petroleum and other inflammable oils, the Factory Act, the reduction asked for by us in the present exorbitant rates for inland telegrams, and a

recommendation that the Government should encourage the introduction of telephonic communication into this city by private enterprise. The reasons we advance for bringing these subjects before your Lordship are, I trust, sufficiently apparent without my enlarging on their details. I may merely remark that there is a very strong feeling throughout the mercantile community that telephonic communication in this city should be left for its development to private enterprise.

Mr. Graham then handed the Address to Major White, Military Secretary. It was as follows :—

To His Excellency the Most Honourable the MARQUIS of RIPON, K.G., Viceroy and Governor General of India.

MAY IT PLEASE YOUR LORDSHIP,—We, the Members of the Bombay Chamber of Commerce, cordially unite with all other classes of the community in in offering to your Lordship our sincere congratulations, and in bidding you a hearty welcome, on the occasion of your Lordship's first State visit to Bombay after assuming the high office of Viceroy and Governor-General of India; and we avail ourselves of the opportunity of placing before your Lordship our opinions on questions affecting commercial interests in this part of India.

The subject which we desire more particularly to urge on your Lordship's consideration, and the one which precedes all others in importance, is the state of Railway communication connected with this Presidency.

The Western Rajputana Railway, which formed an integral part of the scheme of trunk railways for India projected by Lord Dalhousie in 1853, will, we are gratified to learn, be opened shortly. This great trunk line, at its northern terminus at Delhi, joins the broad or standard 5 feet 6 inches gauge system of the East Indian Railway, and at Ahmedabad towards the south-west it merges in the broad gauge system of the B. B. and C. I. Railway. Between Delhi and Ahmedabad the line is constructed on the narrow or metre gauge of 3 feet 3 inches. Goods, therefore, coming down from the Punjaub, beyond Delhi, will be subject to the inconveniences of a double break of gauge; they must break bulk and be transhipped at Delhi, and then again at Ahmedabad, causing great expense, delay, and risk of injury and loss.

The mercantile community of Western India have on

every occasion that presented itself, and in every form they could think of, earnestly endeavoured to convince Government that a grievous error was being committed in making any portion of the great trunk line between Bombay and Delhi on the narrow gauge ; that experience had already proved that, while the saving in the cost of the construction of narrow gauge railways compared with that of the broad gauge was insignificant, the cost of working narrow gauge railways where the traffic was large was much greater than the cost of working broad gauge lines; that the portion of this line made on the narrow gauge must ere long be reconstructed on the standard gauge, as the metre gauge would be found to be unequal to the traffic, and that the evils of the break of gauge would be found in practice to be intolerable. For, it was apparent that not only would the local traffic of the line be heavy, but that the natural advantages which Bombay possessed, in being at once the port nearest to the great producing districts of Upper India and to England, would attract a large proportion of the grain exported from British India. A year has scarcely elapsed since the opening of the Western Rajputana Railway from Sabarmati to Palanpur, a distance of only 80 miles, and the results of the working of this small portion of the line have already demonstrated the truth of the repeated representations made to Government regarding the probable extent of the traffic, and the evils of the break of gauge. A large traffic has sprung up on this section of the line, and the following brief narrative of the blocks which occurred at Sabarmati during the last working season, when 80 miles only of the line were open, and there was no *through* traffic from the Punjaub and the provinces beyond Delhi to provide for, serves to illustrate how seriously commercial interests will be hampered when the line is opened throughout, and goods coming from beyond Delhi are subjected to a double break of bulk. The B. B. & C. I. Railway conveyed great quantities of long timber and bars and bundles of iron to Sabarmati in open wagons : at the same time the Western Rajputana Railway conveyed large quantities of grain and seeds to Sabarmati in covered wagons. As the timber and iron could not be got into covered wagons and the Western Rajputana Railway had no open ones available, the broad and narrow gauge wagons were detained under load until a large accumulation of both took place. The timber and iron were then unloaded upon the

ground, where they remained several months, and, although care was taken to keep each consignment distinct, so great was the difficulty, when wagons became available, of distinguishing the various lots, that in many cases consignors were obliged to go to Sabarmati from distant stations to identify their goods. Hundreds of wagons were so unloaded, and as the merchandise lay in the way of transhipping arrangements, and much of it had to be carried a distance from one truck to another, great accumulations of wagons again took place. Had the rains set in early much damage would have been sustained by perishable goods.

We desire to refrain from wearying your Lordship with a detailed description of other inconveniences which, owing to the break of gauge at Sabarmati, were experienced last season in working this small section of the Western Rajputana Railway. We would merely request the favour of your Lordship's attention to the following points arising out of a comparison of the cost and working of broad and narrow gauge lines generally, and showing the great disadvantages of the narrow gauge on a main trunk line. (1.) The accounts of the Western Rajputana Railway for the half-year ending 30th June last show that, although the line is constructed on the narrow gauge it has already cost (excluding cost of land) £6,067 per mile (calculated at 1s. 10d. per rupee to compare with the cost of the B. B. & C. I. branches), and when the whole of the estimate of further expenditure sanctioned, namely, £69,000, on account of permanent way, ballasting, and stations and buildings, has been expended, the cost per mile will be about £6,900, whereas the Wadhwan extension of the B. B. & C. I. Railway (76¾ miles), constructed in a similarly easy country, cost, including proportion of rolling-stock, only £5,928, and their Dakor Branch only £5,065. (2.) The trains of the B. B. & C. I. Railway, even admitting that they travelled at no greater speed than those on the narrow gauge lines, carry nearly three times the tonnage, and, as they only require the same number of men to work them, there is much saving of labour. The standard gauge line is therefore able to accommodate three times the tonnage a metre gauge line can; and, in the case of a heavy traffic, the narrow gauge line would require to be doubled to carry a traffic which a standard single line could carry with ease. (3.) It generally happens in India that traffic is earlier in one district than

in another, and continuity of gauge enables wagons to follow it, whereas in the case of break of gauge this important advantage is lost, and wagons may be idle upon one line whilst the next line may not have enough of wagons to carry its traffic. Considering that Indian lines are generally only fully worked for about half the year, the extra number of wagons necessary, owing to break of gauge, is financially a very important matter. (4.) Experience has proved that owing to the overhanging of the carriages and wagons of the narrow gauge lines, they and the lines themselves deteriorate more rapidly than the larger rolling-stock and lines. (5.) The expenditure on transhipping stations is great: at Sabarmati there are now about two miles of sidings, which are necessary to aid in the transfer of goods. (6.) The staff of every description is necessarily heavy, as all goods have to be checked from one set of trucks to another. At Sabarmati last season upwards of 200 labourers and 20 clerks, in addition to stationmasters, pointsmen, shunters, &c., were employed; and two engines were generally engaged shunting, at a cost of about Rs. 1,000 per mensem for locomotive power alone. (7.) A comparison of the accounts of the B. B. & C. I. Railway with those of the Western Rajputana State Railway for the half-year ending 30th June last clearly shows the great superiority of the broad gauge: the cost of wages of drivers, firemen, and guards being, in proportion to the work done, less than one-sixth of what it is on the narrow gauge, on which, moreover, there is nearly three times more fuel consumed, in proportion, than on the broad.

But, great as are these disadvantages in respect of the comparative capacity and cost of working the narrow gauge line, the evil which will result most injuriously to the export trade of the country, and consequently to the prosperity of the Imperial revenue, is the double break of gauge. We believe that this evil will be found to be so great that it will to a great extent do away with the advantages which it was hoped would be derived from this line, and it is possible that merchants, rather than submit to the inconveniences of detention, deterioration, damage, and loss of goods in breaking bulk at Delhi and again at Sabarmati, may find it preferable to send them by the much longer route via Calcutta, for export to Europe. We have already shown how great were the inconveniences suffered last working season from the break of gauge at Sabarmati, and we believe that when the remainder of the line is opened next month to Delhi it will

soon be discovered that the increased traffic will not only be too great for the capacity of the narrow gauge, but that the costliness of working the line, and the blocks of wagons and goods at Delhi and Sabarmati, will render a uniform gauge from Delhi to Bombay absolutely necessary. We earnestly hope, therefore, that your Lordship will take this important subject into consideration with a view to the reconstruction of the Western Rajputana line from Sabarmati to Delhi on the broad gauge at an early date; and that, in the meantime, you will direct that the portion of the line from Sabarmati to Palanpur be laid with rails for the broad gauge, all the bridges, earthworks, &c., of that part of the line having been made for the broad gauge.

We beg further to urge upon your Lordship the expediency, in the interests of Government as well as of the mercantile public, of making over the management of all State Railways which connect with the Guaranteed lines to the Guaranteed Companies, by whom the State Railways would be conducted with much greater economy than they are at present. The results of the working during the last half-year of the Western Rajputana State Railway to Palanpur on the narrow gauge, and of the Wadhwan and Dakor extentions on the broad gauge, of the B. B. and C. I. Railway, confirm this opinion. The net profit from these extensions was equal to 8·42 and 8·72 per cent. per annum respectively on the capital outlay, while the net profit on the Western Rajputana State Railway was equal to only 4·66 per cent. per annum, although their rolling stock was new, and they had nothing to pay for maintenance of permanent way (the land having been maintained by the contractors), and no police charges (the cost of police being borne by the Civil Department), whereas the B. B. & C. I. Railway maintenance and police cost that Company at the rate of Rs. 960 per mile, which, on the 82¾ miles, the length of the Western Rajputana State Railway, would be equal to over Rs. 79,000. This would have reduced the net profit to Rs. 48,900, or an equivalent of only 1·78 per cent. per annum on the capital expended. This unsatisfactory result was due partly to the gauge and partly to the costly management. Had the line been constructed on the broad gauge, and managed by the B. B. & C. I. Railway Company, there are good grounds for assuming that the result would have been even more favourable than on their

Wadhwan and Dakor extensions, the gross earnings on these two lines having been respectively Rs. 4,193 and Rs. 3,674 per mile, while on the Western Rajputana section the gross earnings were Rs. 4,760 per mile.

We desire now to submit for your Lordship's consideration the supreme importance to Western India of the extension of railway communications, and of the resumption of such public works as the making of roads, &c., which the Government of India two years ago deemed it necessary to put a stop to. It is unnecessary to trouble your Lordship with general arguments proving the beneficient effect of such communications on the districts through which they pass, on the welfare of the people, and on the interests of commerce, but we deem it to be our duty to state that the extension of railway communications, with low rates for carriage, has been invariably followed by an unprecedented and continuous increase of the trade and prosperity of the country locally affected. Although perhaps the state of the finances is not such as to admit of any heavy expenditure out of the Imperial revenue, yet the credit of the Government of India has never stood higher than at present, nor has there been a time when equal facilities were offered for obtaining, either in this country or in England, the funds requisite for the construction of railways and roads. The price which the last new 4½ per cent. loan brought sufficiently attests the favour with which Indian securities are regarded ; but, if the guarantee system were preferred, the Government of India could obtain in London, on a guaranteed interest of 4 per cent. per annum, or even less, whatever amount might be required for works of this description. The interest payable on the outlay on such works would be of small account in comparison with the benefit which the country and the Imperial revenue would reap from them ; more particularly from those railways which by connecting with existing lines would in all probability largely contribute to the prosperity of the latter, and at the same time penetrate vast tracts of populous and fertile territory hitherto unopened. Of such railways the following are most urgently needed:—

(1.) A railway, on the broad gauge, from Bhopal by Jhansi to Gwalior with a diversion from a convenient point to Cawnpore. A portion of this line, namely, from Gwalior to Jhansi, is already under survey. A glance at the map will show that its alignment is nearly midway between the

G. I. P. and the Rajputana lines. The country through which it would pass is populous and fertile, and is known as the largest teelseed-producing district in India. The construction of this line would considerably shorten the distance between Bombay and the districts of Cawnpore, and it would have this advantage, that the moment it was constructed it could be worked, the G. I. P. Railway Company having the rolling-stock ready.

(2.) We recommend that the Dakor Branch of the B. B. & C. I. Railway be extended on the broad gauge from Godra to Rutlam, a distance of about 150 miles. This line would directly connect the province of Malwa with Guzerat and Kattywar, the traffic between which districts must find its way to Rutlam either viâ Bombay by the B. B. & C. I., the G. I. P., and the Holkar State Railways, or viâ Ajmere by the Western and Eastern Rajputana lines. Oil-seeds, grain, mowra, timber and fuel would form large items of local traffic from Punch Mahals to Guzerat, while salt from the Government works at Kharagora, and general goods of all descriptions, would be largely forwarded from Guzerat into Central India. The traffic is now carried chiefly by pack bullocks and in carts, and the trade is subjected to many vaxatious transit duties.

(3.) The proposed system of railways for the Southern Mahratta County, where the absence of railway communication was so seriously felt during the recent famine, is, we are glad to observe, under the consideration of the Local Government, and we recommend that a railway should connect Dhond with Dharwar, thus opening up communication with the Satara, Belgaum and Kolhapur districts; that it be on the broad gauge; and that the line be surveyed and its construction vigorously pushed on to completion. It would open up valuable cotton-growing districts, and, judging by all former experience, a very marked improvement in the quality of the produce might soon be expected to follow. Moreover, as the Consulting Engineer for Railways remarks, the traffic would, it is believed, be sufficient to give a fair return on the capital expended, and such a line would make the Dhond and Manmad State Railway more profitable than at present. When the necessity for opening famine relief works in the Sholapur and Kaladgi districts called for the immediate commencement of a railway in 1879, preference was given to a line from Hutgi, near Sholapur, chiefly on account of its

shorter distance and less cost, but the work appears to have been started with an imperfect knowledge of the country, as the first 60 miles from Hutgi to Bijapur is described as unusually barren. A total expenditure of Rs. 3,26,000 was incurred on the survey and earthwork, which was written off as famine expenditure. The earthwork was nearly completed between Hutgi and Bijapur, and as, in order to preserve and utilize this work, the only things needed are the bridges and culverts, we hope that, if not very expensive, Government will order the work to be completed as a road, which might, should the necessity hereafter arise, be easily converted into a railway.

The Chamber has learned that a joint stock company has been formed for the purpose of making a railway from Bellary to Marmagao. We have no objection to the construction of any such useful works by private enterprise, but we desire to express the hope that your Lordship will prevent the resources of the Government of India being applied to the encouragement of such projects when many railways of far greater importance, within British territory, are still urgently needed.

Having submitted our views regarding railway communications, we now desire to ask the favour of your Lordship's attention to certain legislative restrictions existing and proposed which are calculated to affect injuriously the commercial and manufacturing interests of India.

A Bill has recently been introduced into the Legislative Council of the Governor-General, called the Petroleum Bill, for the purpose of imposing restrictions on the trade in kerosine oil. The growth of the trade in this article during the past few years has been very large. In 1874 there were imported into Bombay 260,000 gallons; in the ten months only of this year the imports have amounted to 5,693,570 gallons. Taking the whole of India, the imports in the year 1875-76 were about 750,000 gallons; in 1879-80 they were 6,517,552 gallons. It is hardly necessary to point out that a trade growing to these enormous proportions in a very few years, in an article consumed by the masses of the people, must be one which satisfies a great want in the country. We further respectfully submit that so large a trade carried on with an entire immunity from accident on this side of India is not of such a dangerous character as to call for legislative restrictions. At a General Meeting of the Chamber held on 3rd August last, the Bill was discuss-

ed, and the following resolutions passed unanimously:—That hitherto Municipal rules have proved sufficient to guard against dangers, real or supposed, in the case of kerosine oil; that in the opinion of this Chamber nothing has been brought forward to call into operation even the provisions of Section 37 of Act XII. of 1875, and that until that provision has been proved to be ineffectual no further legislation is needed; that the Bill introduced into the Legislative Council of India called the Petroleum Bill must, if made law, seriously restrict, if it does not entirely check, this important and rapidly growing trade; and that the Government of India be respectfully requested to postpone further consideration of the proposed Bill until good cause be shown for the necessity of restrictive measures. In forwarding these resolutions, and the proceedings of the Meeting, to the Government of India, the Chamber urged with great deference that if Government were unwilling to withdraw the Bill the further consideration of it might be postponed until the Council returned to Calcutta, when it might be possible to send a deputation from Bombay to confer with the Select Committee on the subject; and we sincerely hope that, in a matter of so much importance, your Lordship may be pleased to comply with the suggestion of the Chamber.

We felt grateful to the Government of India for the opportunity which they afforded us of expressing an opinion on the proposed Factories Bill. The Chamber's report on this amended Bill, together with the proceedings of the General Meeting of the Chamber at which it was considered, was forwarded to Government on the 14th August last. The Chamber has recommended that the law should only be made applicable to persons under the age of ten years, so that the least possible disturbance should be caused to the millowning industry, and that a clause should be introduced into the Bill providing that the certifying Surgeon should periodically visit each mill, and certify, free of charge, in the register to be kept by the mill, that all the children are physically fit for the work. It appears to us, a totally disinterested body, to be an unwise policy to impose restrictions calculated to hamper an industry which gives employment to nearly 30,000 people, and on which, if the families of the operatives are taken into account, perhaps upwards of 100,000 of the inhabitants of this city depend for their living. The Chamber has further recom-

mended that the greatest care be exercised in appointing persons of character and standing to fill the posts of Inspectors of Factories, as the proper administration of the Act would depend entirely upon them, and it is of great importance that the Act should not be worked in an oppressive manner; and we desire the favour of your Lordship's special attention to this recommendation, as the Act, if injudiciously or improperly carried out, will be worse than useless.

In the month of July last the Chamber addressed the Director-General of Telegraphs with a view to a reduction of the present charge of one rupee for six words on inland messages, which they considered exorbitant. We represented that, as communication was extending very rapidly, and telegraphing was, all over the world, being brought within the reach of all classes, it was most desirable that greater facilities for using the telegraph should be offered to the public, and we suggested that the minimum charge should be eight annas for four words, with one anna more for every additional word, and that as at present no charge should be made for the address. The adoption of this suggestion would not only have been a boon to the country, but is urgently demanded by the great and rapid extension of communication throughout the country. His Excellency the Governor of Bombay in Council has also pointed out to the Government of India that the telegraph charges are extremely high in India; that the charge for twenty words, exclusive of addresses, was only one shilling in Australia, where the cheapness of the rate caused the telegraph to be used to an extent unknown in India, or even in the United Kingdom, in proportion to the population, the saving of time in so large a country being considerable. His Excellency added that if the Government of India would allow the Government of Bombay to try the experiment of charging half a rupee for 12 or 20 words for *local* messages, guaranteeing the present amount derived therefrom, His Excellency believed the results would be remarkable. The reasons urged by the Government of India, in their resolution of the 5th October last, against making some concession seem to the Chamber to be far from conclusive. We refrain, however, from going into these on the present occasion, but we would remark that the benefits of the telegraph system for commercial purposes are now beginning to be appreciated by the natives, and that it may be confidently predicted that some

incentive, such as lowered rates granted at the present time, would lead to a great increase in the use of the telegraph. In the meantime we trust that at least the experiment suggested by His Excellency the Governor of Bombay will receive your Lordship's favourable reconsideration.

While on the subject of telegraphic communication, we desire respectfully to express the hope that Government will encourage the immediate introduction, by private enterprise, of telephonic communication into this city, as we anticipate that it would be a boon to the mercantile and general public. We believe that while it would supply a want which the Telegraph Department is unable to meet, it can in no way interfere with the telegraph system or the revenues derived therefrom, inasmuch as no telegraphic lines are in existence by which communication can be obtained between house and house in the same street, or from street to street in the same district, within the municipal or state limits of large cities and towns in the empire. Since the Telephone District Exchange system was first introduced, there has been a steady and enormous increase in the number of persons using this means of intercommunication wherever it has been provided. This fact alone seems sufficient to prove its great value to the public.

With our best wishes for your Lordship's health and prosperity, and with the assurance of our high respect,

In the name and on behalf of the Members of the Bombay Chamber of Commerce,

We have, &c.,

JAMES N. GRAHAM, Chairman.
G. A. BARNETT, Deputy Chairman.
JA. HUTTON,
JNO. G. RUSSELL,
RICHD. ROBERTS,
C. KAPP,
JAMES THORBURN,
} Members of Committee.
J. GORDON, Secretary.

Bombay, 26th November, 1880.

His Excellency the VICEROY replied as follows: Gentlemen,—I am much obliged to you for the Address which you have presented to me, and for the kind welcome which you

have given me. I can assure you that I am very glad, indeed, to have this opportunity of meeting representatives of the mercantile community of Bombay. I appreciate very highly the enterprise of that community, and I can assure you that I set a very high value on the maintenance and extension of all that concerns your interests. I am very glad that you have in this Address entered so fully into your views and opinions upon various important questions. It is a great advantage to the Government of India that they should have from time to time an opportunity of learning the views of the mercantile community of the great cities of this Empire, and I am extremely glad, therefore, that you have stated in the manner in which you have done the views which you entertain on many points of great importance and interest at the present moment. You will not, I am sure, expect me to enter into any detailed answer to the questions which are raised in your Address. You are well aware that many of them are of great magnitude, and just because they are so large and so important they require the most careful consideration at the hands of the Government of India and not of the Viceroy alone. So also with respect to the very large questions of railway policy which are raised in your Address: these are matters which require to be considered and ultimately decided by the Government at home. I do not think I shall be going beyond that discretion which every one in my position is bound carefully to maintain, if I say as regards the first and most important question which is raised in your Address—the question of through communication on through lines of railway—that in principle I sympathise with you, and that I think it is very desirable that those through lines of communication should not be subjected to the evils of a break of gauge. But at the same time you will, of course, clearly understand, that it is a very different thing to decide a question in the first instance and to be called upon to go back from a policy which has been adopted and actually to a great extent carried out. All that I can say is, that the question shall receive my consideration and that of my colleagues. When I remind you that the member of Council who at the present moment has special charge of the Railway Department is our friend Mr. Gibbs, I hope you will agree with me in thinking that the interests of Bombay are not in dangerous hands. I am not an enemy of the narrow gauge, neither I believe are you, under proper conditions. I feel, as I have told you,

that where you have through communication uniformity of gauge is a matter of importance to those engaged in trade for it must obviously be an advantage to award as far as possible the necessity for transhipment of goods. As to the particular lines to which you have alluded, I can only add that some of them have already, indeed all of them, have more or less received the consideration of the Government of India, and that it will be a great advantage in dealing with the questions connected with them to have learnt upon this occasion your views, and to receive the assurance that if we should require further information from you as to the commercial reasons which induce you to advocate the views you have expressed, you will be able to afford the Government of India the best advice in your power.

With respect to the questions of legislation you have raised. The first of them relates to the Bill for the regulation of the trade in Petroleum. Well, I have been all my life a free-trader. I have a very lively belief in the general disadvantage of anything which interferes with the freedom of trade; but at the same time you are well aware that in England, where free-trade principles are firmly established there has been a Bill passed—and a stringent Bill—for the regulation of the sale of an article as explosive and dangerous as petroleum. It is therefore not unnatural I think, that the attention of the Government of India should have been turned to the question, and that we should endeavour to advance somewhat upon the lines of English legislation. At the same time there is a suggestion in your Address that opportunities should first be offered to yourselves and those interested in the trade to make any representations to the Government of India that they may desire. I can only say for myself, and I am quite sure I speak the sentiments of my colleagues, that we shall be very glad to receive any observations from those who are practically acquainted with the requirements and position of the trade.

As regards the Factory Act, that, again, is a question of great importance, and I do not deny of considerable difficulty. But I have lived in England for many years in the immediate neighbourhood of the manufacturing districts, and although I know the objections which were raised to factory legislation when it was first introduced in that country, I have also seen the many advantages which have followed from it. It will be my desire that any legislation which may ultimately be adopted by the Government of

India should be calculated to reconcile to the utmost the interests of the employers and the employed.

You have spoken, gentlemen, of the question of telegraphic communication. With regard to that I may say that the subject is still to a certain extent under the consideration of the Government of India, who will give every possible weight to the suggestions which you have made. I myself, in accordance with the principles to which I have just alluded, am, generally in favour of entrusting matters which can be carried out by private enterprise to that enterprise; but when you do set up a monopoly as the telegraphic communication is in India and at home now, it is necessary for you to carefully guard that monopoly, and not to allow the rights of the State to be at all infringed. The Government here and the Government at home has not found it altogether easy to deal with this matter. It is one of the utmost importance, and I will only say this—and I say it without any hesitation—that whatever may be the ultimate decision of the Government of India. I feel entirely that the public have a right to say that if the Government take the duty upon themselves, they are bound to see that the wants and requirements of the public are amply supplied. But the matter has not yet finally been determined in all its details, and we have at this moment a proposition before us, which we have only just received, and have not yet had time fully to consider.

Gentlemen, I need not detain you longer, except to assure you that so long as I have the honour to hold the great office which has been entrusted to me, it will always be my duty and my pleasure to encourage and advance by any means in my power the interests of commerce and industry in India. I am perfectly convinced that it is by encouraging the industrial and commercial enterprise of this country you can best secure for India that progressive development which I myself heartily wish for it.

The deputation then withdrew.

APPENDIX D D.

REMISSIONS AND REDUCTIONS OF CUSTOMS DUTIES.

Alterations since 1st January to 30th November, 1880.

Date of Resolution of Government of India.	Date of Custom House Notification.	ARTICLES.	Nature of Alterations.	REMARKS.
1880.	1880. 5th Jan...	SARSAPARILLA	"Townsend's Sarsaparilla" to be treated as a medicine containing less than 20 per cent. of Alcohol, and duty to be charged accordingly.	
3rd Jan...	14th Jan...	GOODS imported into any Port in British India from any Port in the Portuguese possessions in India	To be treated as regards payment of Customs duty in the same manner as Goods imported from British Indian Ports are treated under the law and orders for the time being in force. Provided that no wine or spirit shall be imported from any such Portuguese Port without payment of the duty which would have been chargeable thereon if imported from any Foreign Port, unless it is protected by the certificate of an officer empowered in that behalf by the Governor General of Portuguese India, that duty at a rate not lower than that specified in schedule A of the Indian Tariff Act, 1875, has been paid on such wine or spirit before exportation from such Portuguese possessions.	To take effect from the date on which the Treaty between the British and Portuguese Government, published in the *Gazette of India* on 20th December 1879 comes into force.

Date of Resolution of Government of India.	Date of Custom House Notification.	ARTICLES.	Nature of Alterations.	REMARKS.
1880.	1880.			
14th Jan...	22nd Jan...	ARMS, AMMUNITION and MILITARY STORES	Exempting from the prohibition and directions contained in Section 6 of the said Act such Arms, Ammunition, and Military stores brought into an Indian port as may be declared under manifest to be consignments without transhipment to another Indian Port, provided that the Port to which such arms, ammunition or Military stores are consigned is one of the ports named in rule 6 of the rules published under Home Department Notification No. 518, dated 6th March, 1879. The exemption will become void in the event of any of the articles claiming such exemption being landed at or transhipped in any port other than that to which the articles are consigned.	
28th Jan...	11th Feb...	TAMARINDS and DRIED LEMONS	Both articles should be classed for assessment for duty under Item 47, Provisions and Oilman's stores—sub-head, Groceries not otherwise described.	
19th Feb...	20th Feb...	MATERIALS imported by or for Volunteer Corps for uniforms ...	Under para. 213 of the Volunteer Regulations of 1875, materials imported by or for Volunteer Corps for uniforms must pay duty, and no exemption to be granted without the concurrence of the Government of India.	
24th Feb...	25th Feb...	INDIGO all sorts, and LAC all sorts...	Exempted from Export duty from 25th February, 1880.	

6th March.	11th March	SWEDISH ROUND IRON of all sizes, SWEDISH IRON SHEETS and PLATES ...	These articles exempted from four-fifths of the duties to which they are liable under the Indian Tariff Act, 1875.	To take effect on and after the 8th March 1880.
29th March	1st April..	BEDMUSHKH	Bedmushkh is for the future to be classed both for statistical purposes and for duty as a drug.	
25th March	12th April..	DYNAMITE	Government Resolution 7th April, 1880, decided that Dynamite should be classed and treated for Customs purposes, and for statistical record under the head "Chemical products and Preparations." This ruling frees Dynamite from duty. Pending receipt of further instructions, however, this should not be taken as dispensing with the necessity for licenses under the Arms Act, or as freeing from duty at 10 per cent. *ad valorem* as arms and ammunition, appliances brought out for use in submarine mining with the Dynamite.	
30th April. (Bombay)	26th May ..	FEE on COTTON BALES ...	The levy of the fee of two annas charged on every bale of Cotton exported under Bombay Act VII. of 1878 to be discontinued on and after the 1st June, 1880.	
6th May ...	31st May...	OLD COPPER SHEATHING taken from the bottom of a ship.	Under Section 23 of Act VIII. of 1878, exemption from payment of duty not to be allowed in cases in which any drawback may have been given.	
12th June..	17th June..	VALUATION on IRON RICE BOWLS on Import into British India	The following Valuations fixed by the Government of India :— Rs. 4 per set of ten. Rs. 2 per set of six.	To take effect from and after the 15th June 1880.

Date of Resolution of Government of India.	Date of Custom House Notification.	ARTICLES.	Nature of Alterations.	REMARKS.
1880. 19th June..	1880. 22nd June..	LACE, BROAD CLOTH, and SILK intended for use in the lining and trimming of carriages.	Are not to be exempted from Customs duty. The exemption from duty under the head of carriages extends to their component parts such as wheels, axles, shafts, poles, or lamps, &c., when imported separately, but not to materials which though capable of being used for putting together these parts and for fitting up and finishing a carriage are also capable of being used for other purposes.	
24th June..	28th June..	EARTHEN JARS and LEADEN CASES in which Sulphuric Acid and iron drums in which Linseed Oil, &c., are imported...	The Government of India considers that the practice of passing free the usual trade packing of goods, whether the goods themselves are free or dutiable, and of charging duty on any unusual packing having a separate dutiable value is a reasonable practice; and should be adopted in such cases as the one submitted.	
7th Aug. ...	12th Aug...	COAL SHOVELS, IRON SIEVES, and CAST STEEL...	To be passed free of duty when imported by the Railway Companies as part of their Deadstock, but not tools which are dutiable.	
9th Aug. ...	17th Aug...	TYPE writers	Type writers may be treated as Machines for the purpose of the Indian Tariff Act of 1875.	

14th Aug...	18th Aug...	ARTICLES produced or Manufactured in FOREIGN STATES to be treated on reimportation as British Indian produce is treated under Section 25 of the Customs Act	Articles produced or manufactured in Foreign States beyond the land frontier of British India and which have been exported from British India ports, should on re-importation be treated in the same way as British Indian Produce is treated under Section 25 of the Sea Customs Act 1878.
25th Sept.	1st Oct....	RAW CAOUTCHOUC ...	Exempting Raw Caoutchouc from the Customs duties to which it is liable under the Indian Tariff Act of 1875. The foregoing exemption should be read with standing order No. 1638 of the 6th August 1879 embodying Government of India's letter No. 1719 of the 19th July 1879 in which it is ruled that articles made of Caoutchouc are not dutiable under Article 24 of the Tariff, but are dutiable or not according as they do or do not belong to a class of goods which is subject to duty under the Tariff.
19th Oct,..	25th „ ...	AMALSARA BRIMSTONE „...	Amalsara Brimstone is subject to the restrictions placed upon sulphur by the Arms Act and rules under it. Import and Export should accordingly be allowed only on production of Police Licenses in future.

Date of Resolution of Government of India.	Date of Custom House Notification.	ARTICLES.	Nature of Alterations.	REMARKS.
1880. 13th Nov.	1880. 18th Nov.	SALTED FISH	The President in Council has exempted Salted Fish imported into any port of the Bombay Presidency or Sind, from the duty to which it is liable under Schedule A of the Indian Tariff Act of 1875.	
13th Nov.	18th Nov.	GUM ARABIC, GUM BENJAMIN, GUM OLIBANUM or FRANKINCENSE, MOTHER-O'-PEARL, TORTOISE SHELL	The President in Council has exempted these articles from the duties to which they are liable under Items 24 and 51 of Schedule A of the Indian Tariff Act of 1875.	The reason of this exemption is that the said Articles are for the most part re-exported.
30th Oct...	20th Nov.	SPADES, HOES, SHOVELS and other similar implements used for agricultural, engineering, or miscellaneous purposes. ...	Bombay Government Resolution 17th November 1880.—When such implements are shown to be imported specially for agricultural purposes may be passed free, but if imported for miscellaneous sale or for engineering purposes, they should be charged with duty as hardware.	

10th Nov...	26th Nov...	LICENSE for the importation into British India of SULPHUR.	Notification, dated 14th June, 1880.—That licenses for the importation into British India of Sulphur proved to the satisfaction of the Local Government, or Administration concerned, to be intended only, for bona fide manufacturing purposes, might be granted without payment of the fee of Rs. 10 prescribed by rule 6 of the rules issued by the Government of India under the Indian Arms Act 1878. The Governor General in Council is now pleased to declare that a similar exemption shall apply to sulphur proved to the satisfaction of the Local Government, or Administration concerned, to be intended only for agricultural purposes.

APPENDIX EE.

WEEKLY CURRENT QUOTATIONS as estimated by the Committee of the Chamber of Commerce during the Year 1880.

QUOTATIONS.	Week ending 3rd January.	Week ending 10th January.	Week ending 16th January.	Week ending 23rd January.	Week ending 30th January.	Week ending 6th February.
EXCHANGE.						
On England, Bank Bills Sight	1s. 8 3/16 to 1/4 d.	1s. 8 3/16 d.	1s. 8 1/2 d.	1s. 8 1/32 to 3/8 d.	1s. 8 1/4 to 9/32 d.	1s. 8 3/16 d.
" " 3 m'ths' "	1s. 8 5/16 to 3/8 d.	1s. 8 5/16 d.	1s. 8 1/4 d.	1s. 8 1/32 to 1/4 d.	1s. 8 3/8 to 11/32 d.	1s. 8 5/16 to 11/32 d.
" " 4 " "	1s. 8 3/8 to 7/16 d.	1s. 8 3/8 d.	1s. 8 5/16 d.	1s. 8 7/32 to 9/16 d.	1s. 8 7/16 to 13/32 d.	1s. 8 3/8 to 13/32 d.
" " 6 " "	1s. 8 13/32 to 1/2 d.	1s. 8 7/16 to 1/2 d.	1s. 8 3/8 to 15/32 d.	1s. 8 3/8 d.	1s. 8 1/2 d.	1s. 8 3/8 to 15/32 d.
First-class Credits... 3 " "	1s. 8 1/2 to 17/32 d.	1s. 8 15/32 d.	1s. 8 15/32 d.	1s. 8 5/16 d.	1s. 8 17/32 d.	1s. 8 1/2 d.
" " 6 " "	1s. 8 17/32 d.	1s. 8 1/2 d.	1s. 8 17/32 d.	1s. 8 1/2 d.	1s. 8 9/16 d.	1s. 8 15/32 to 1/2 d.
Documents ... ... 3 " "	1s. 8 17/32 to 9/16 d.	1s. 8 1/2 to 9/16 d.	1s. 8 9/16 to 19/32 d.	1s. 8 9/16 to 5/8 d.	1s. 8 19/32 to 5/8 d.	1s. 8 17/32 to 21/32 d.
" 6 " "	1s. 8 19/32 to 5/8 d.	1s. 8 19/32 to 3/4 d.	1s. 8 19/32 to 21/32 d.	1s. 8 5/8 d.	1s. 8 11/16 d.	1s. 8 5/8 to 11/16 d.
Paris Francs Mercantile Bills... ... 3 " "	2·16	2·15 to 2·16	2·14 1/2 to 2·15	2·16 1/2 to 2·17 1/2	2·15 1/2	2·15 to 2·15 1/2
" " 6 " "	2·18	2·17 to 2·18	2·16 1/2 to 2·17	2·18 1/2 to 2·19 1/2	2·17 1/2	2·17 to 2·17 1/2
Bank Rate, Calcutta, on Demand.	100 1/16 to 100 3/32.	100 1/16 to 100 3/32	100 to 100 1/16	100 1/16 to 100 5/32	100 1/16	100 1/16 to 100 1/8
House Bills, China, 60 days' Sight	217 to 218 Nl.	218 to 223 Nl.	220 to 222 Nl.	221 to 222 Nl.	222 Nominal.	220 to 224 Nl.
English Bar Gold, 100 touch (per tola)	Rs. 18-14 to 19-2	Rs. 18.14 to 19-2	Rs. 19 to 19 3	Rs. 18.14 to 19	Rs. 18-14 to 19-2	Rs. 19 to 19.4
Sovereigns	" 11-14 to 12-0	" 11-14 to 11.15	" 11-14 to 12	" 11-13	" 11-13 to 11.14	" 11-14 to 11.15
RATES OF DISCOUNT.						
Bank Rate of Discount on Private Bills...	8 per cent.	8 per cent.	8 per cent.	8 per cent.	8 per cent.	8 per cent.
" on Government Bills	5 "	5 "	5 "	5 "	5 "	5 "
" of Interest on Demand Loans on Govt. Securities	5 "	5 "	5 "	5 "	5 "	5 "
GOVERNMENT SECURITIES.						
Four per cents.	92 3/4 to 93	92 3/4 to 93	92 1/8 to 92 3/4	92 1/8 to 93	92 1/8 to 93	93 to 93 1/4
Four-and a-half per cents New Loan of 1878	101 1/2 to 101 3/4	101 5/8 to 101 3/4	101 3/8 to 101 1/2	101 1/2 to 101 5/8	101 1/4 to 101 3/8	101 5/16 to 101 3/8
IMPORTS.						
PIECE GOODS—						
7lb. 40in. G. Shirtings (14×13)	Rs. 3-8 to 4-4	Rs. 3-8 to 4-4	Rs. 3-8 to 4-2	Rs. 3-8 to 4-4	Rs. 3-8 to 4-4	Rs. 3-8 to 4-4
8 1/4 lb. " (16×15) ...	" 4-0 to 5-4	" 4-0 to 5-4	" 4-0 to 5-4	" 4-0 to 5-4	" 4-0 to 5-4	" 4-0 to 5-4
3lb. 32in. Madapollams (13×11)	" 1.10 to 1.14	" 1.10 to 1.14	" 1.10 to 1.14	" 1.10 to 1.14	" 1-10 to 1.14	" 1.10 to 1.15

No. 40s Mule Twist, per lb. ...	As. 9⅛ to 10	As. 9¼ to 10	As. 9¾ to 10¼	As. 9¾ to 10¼	As. 9⅜ to 10⅝	As. 9⅜ to 10⅜
No. 30s Water „ „ ...	„ 9¼ to 10	„ 9⅜ to 10⅝	„ 9½ to 10	„ 9½ to 10¼	„ 9⅜ to 10¼	„ 9⅜ to 10⅜
Copper (Braziers), per cwt. ...	Rs. 48 to 48½	Rs. 47½ to 49	Rs. 48½ to 52	Rs. 51½ to 52½	Rs. 51 to 53	Rs. 51½ to 52½
British Bar Iron (per candy) ...	„ 36	„ 30 to 32	„ 36 to 38	„ 35 to 38	„ 34 to 39	„ 34 to 37
Davison's West Hartley (per ton) Landed.	„ 21 Nominal.	„ 20 to 20½ Nominal.	„ 19½ to 22	„ 18½ to 20	„ 18¼ to 20	„ 18 to 20
Welsh Hartley (per ton) do.			„ 19 to 20	„ 18 to 20	„ 18 to 20	„ 18 to 20
EXPORTS.						
COTTON— New (crop) 1879-80						
M. G. Broach, Good, per candy.	Rs 240 to 242 FP. March dely.	Rs 246 to 248 FP March.	Rs 250 to 257 FP. February March	Rs 246 to 252 FP. Feb. March	Rs 247/260FP.	Rs. 256/260 FP.
Hingunghaut, Good „	„ 254 to 258 FP January.	„ 258 to 260 FP. January.	„ 256 to 265 FP Jan. March	„ 255 to 260 FP. January	„ 255/260FP.	„ 253/255 FP.
Akote, Good „	„ 228 to 240 F.P Jan. Feb Mar.	„ 232 to 241 FP Jan Feb Mar.	„ 236 to 248 FP Feb March.	„ 240 to 241 FP. Ready.	„ 235/245FP.	„ 242/245 FP.
Oomrawuttee, F.G.F. „	„ 223 to 234 F P Jan Feb. Mar.	„ 229 to 237 FP. Jan Feb Mar.	„ 232 to 239 FP. Feb. March.	Rs 235 to 237 FP. Ready.	„ 230/240FP.	„ 235/237 FP.
Dhollera, G.F. Old (crop) 1878-79 per candy.	„ 210/218 FP.	Rs. 215/216 FP.	Rs. 216/220 HP Nominal.	Rs. 216/220 HP.	„ 215/220HP.	„ 215/220 HP.
Sawgd. Dharwar, F.G.F. p. cdy.	„ 210FP. Nl.	„ 210 to 215 FP January	„ 210/214 HP.	„ 211/215 HP.	„ 210/216HP.	„ 215 HP. Nl.
*** The Quotations are for Good Selections.						
Linseed (per cwt.)	Rs. 7 to 7-3	Rs. 6-14 to 7-3	Rs. 6-10 to 7-4	Rs. 6-8 to 6-10	Rs. 6-6 to 6-8	Rs. 6-6 to 6-10½
Rapeseed „	„ 6-6 to 6-8	„ 6 to 6-6	„ 6 to 6-6	„ 6 to 6-4	„ 6-0 to 6-3	„ 5-12 to 6-2
Gingelly Seed, per candy ..	„ 39 to 43½	„ 39 to 44	„ 38 to 44	„ 39 to 43	„ 37 to 43	„ 37 to 43½
Wheat (White Pessy), per candy of 756 lb. ...	„ 39 to 43½	„ 37 to 42	„ 37 to 44	„ 37 to 46	„ 37 to 45	„ 37 to 46
Opium (Malwa) (per chest) Old	„ 1725 to 1750	„ 1750	„ 1765 to 1775	„ 1835	„ 1860	„ 1860 Nl.
„ „ „ New	„ 1580 to 1605	„ 1600	„ 1662 to 1665	„ 1715	„ 1695	„ 1680 „
FREIGHTS.						
Liverpool—Cotton, via Cape, (per ton=50 feet) ...	£1-15 to 1-16-3	£1-5 to 1-15	£1 to 1-16-3	£1-12-6 to 1-15	£1-10 to 1-15 Nl.	£1-5 to 1-12-6
„ Seed, per ton ...	£1 15	£1 to 1-10	£1 to 1-15	£1-10 to 1-15	£1-10 to 1 12-6 Nl.	£1-5 to 1-12-6
Overland London—Measurement cargo (per ton=40 feet)	£2-15 to 2-17-6	£2-12-6 to £3	£2-15 to £3	£2-17-6 to £3	£1-17-6 to 2-15	£2-5 to £3 Nl.
Overland Liverpool—Cotton ...	£1-17-6 to 2-1-3	£3	£3	£2	£1-12-6 to 1-15	Nil
Overland Liverpool—Cotton, Steamer, via Suez Canal ...	£1-12-6 to 2-2-6	£1-12-6 to 2-2-6	£1-12-6 to 2-2-6	£1-12-6 to 1-15	£1-10 to 1-12-6	£1-10 to 1-15-6
Havre—Cotton via Canal (per ton)	£2	£2 to 2-2-6	£1-17-6 to £2	£1-17-6 to £2	£1-17-6 to £2	£1-10 to £2
Trieste „ „ „	£2-5 to 2-10	£2-5 to 2-7-6	£2-2-6 to 2-5	£2-2-6 to 2-5	£2-2-6 to 2-10	£2 to 2-10
Marseilles and Genoa	£2-5	£2-2 6 to 2-5	£2 to 2-5	£2 to 2-5	£2 to 2-5	£2 to 2-5
China, Steamer (per ton, 40 feet)	Rs15	Rs. 15	Rs. 15	Rs. 15	Rs. 15	Rs. 15

WEEKLY CURRENT QUOTATIONS for the Year 1880—*Continued.*

Quotations.	Week ending 13th February.	Week ending 20th February.	Week ending 27th February.	Week ending 5th March.	Week ending 12th March.	Week ending 19th March.
EXCHANGE.						
On England, Bank Bills Sight	1s. 8 5/8d.	1s. 8d.	1s. 7 7/8 to 1 1/8d.	1s. 8d.	1s. 7 11/16 to 8 1/16d.	1s. 8 1/16 to 8 2/16d.
„ „ 3 m'ths' „	1s. 8 1/4d.	1s. 8 1/4d.	1s. 8 3/16 to 1/4d.	1s. 8 1/8d.	1s. 8 1/16 to 1/8d.	1s. 8 3/16 to 1/4d.
„ „ 4 „ „	1s. 8 5/16d.	1s. 8 5/16 to 1/4d.	1s. 8 1/8 to 3/16d.	1s. 8 3/16d.	1s. 8 1/8 to 1/16d.	1s. 8 1/4 to 5/16d.
„ „ 6 „ „	1s. 8 1/4 to 7/16d.	1s. 8 5/16d.	1s. 8 1/4d.	1s. 8 1/4 to 5/16d.	1s. 8 3/16 to 5/16d.	1s. 8 3/8d.
First-class Credits...3 „ „	1s. 8 3/8 to 13/32d.	1s. 8 9/32d.	1s. 8 5/16 to 3/8d.	1s. 8 1/4 to 5/16d.	1s. 8 7/32d.	1s. 8 11/32 to 3/8d.
„ „ 6 „ „	1s. 8 5/16 to 1/32d.	1s. 8 7/16 to 13/32d.	1s. 8 1/32 to 3/8d.	1s. 8 7/16 to 1/2d.	1s. 8 9/32d.	1s. 8 17/32 to 9/16d.
Documents ... 3 „ „	1s. 8 13/32 to 7/16d.	1s. 8 5/16 to 11/32d.	1s. 8 3/16 to 1/4d.	1s. 8 5/16 to 3/8d.	1s. 8 1/4 to 9/32d.	1s. 8 3/8 to 7/16d.
„ „ 6 „ „	1s. 8 9/16 to 5/8d.	1s. 8 15/32 to 17/32d.	1s. 8 3/8 to 7/16d.	1s. 8 1/2 to 9/16d.	1s. 8 7/16 to 15/32d.	1s. 8 5/16 to 3/8d.
Paris Francs Mercantile Bills ... 3 „ „	2·14 to 2·14 1/2	2·13 to 2·13 1/2	2·12 to 2·13	2·13 1/2 to 2·14	2·13	2·15 to 2·15 1/2
„ „ 6 „ „	2·16 to 2·16 1/2	2·15 to 2·15 1/2	2·14 to 2·15	2·15 1/2 to 2·16	2·15	2·17 to 2·17 1/2
Bank Rate, Calcutta, on Demand.	100 1/8 to 100 1/8	100 1/8 to 100 1/8	100 1/8 to 100 1/8	100 1/8 to 100 1/8	100 1/16 to 100 1/8	100 to 100 1/8
House Bills, China, 60 days' Sight	221 Nominal.	220 Nominal.	220 Nominal.	220 Nominal.	219 to 220 Nl.	218 to 220 Nl.
English Bar Gold, 100 touch (per tola)	Rs. 19 to 19·5	Rs. 19·4 to 19·5	Rs. 19·4 to 19·7	Rs. 19·5 to 19·6	Rs. 19·5 to 19·6	Rs. 19·5
Sovereigns	Rs. 11·14 to 12	„ 11·14 to 12·2	„ 12 to 12·2	„ 12 to 12·2	„ 12 to 12·1	„ 12 to 12·2
RATES OF DISCOUNT.						
Bank Rate of Discount on Private Bills...	8 per cent.	8 per cent.	8 per cent.	8 per cent.	8 per cent.	9 per cent.
„ on Government Bills..	5 „	5 „	5 „	5 „	5 „	6 „
„ of Interest on Demand Loans on Govt. Securities	5 „	5 „	5 „	5 „	5 „	6 „
GOVERNMENT SECURITIES.						
Four per cents.	93 1/2	93 1/2 to 93 3/8	95 1/4 to 95 3/4	95 to 95 1/4	95	94 7/8 to 95
Four-and-a-half per cents. New Loan of 1878	101 3/8 to 101 1/2	101 3/8 to 101 1/2	102 1/4 to 103	102 1/4 to 102 1/2	102 to 102 1/4	102 to 102 1/8
IMPORTS.						
PIECE GOODS—						
7lb. 40 in. G. Shirtings (14×13)	Rs. 3·8 to 4·4	Rs. 3·6 to 4·6	Rs. 3·8 to 4·10	Rs. 3·8 to 4·8	Rs. 3·4 to 4·8	Rs. 3·4 to 4·7
8 1/4 lb. „ (16×15)	„ 4 to 5·5	„ 4 to 5·8	„ 4 to 5·8	„ 4 to 5·8	„ 4 to 5·8	„ 4 to 5·8
8lb 32in. Madapollams (13×11)	„ 1·10 to 2	„ 1·12 to 2	„ 1·12 to 2	„ 1·12 to 2	„ 1·12 to 2	„ 1·11 1/2 to 2
No. 40s Mule Twist, per lb. ...	As. 10 to 11 1/4	As. 10 1/4 to 11 1/2	As. 10 3/8 to 11 1/2	As. 10 1/4 to 11 1/2	As 10 1/2 to 11 3/8	As. 10 1/4 to 11 3/8
No. 30s Water Twist, per lb. ...	As. 10 to 11	As. 10 to 11 1/4	As. 10 1/4 to 11 1/2	As. 10 1/4 to 11 1/2	As. 10 to 11 1/4	As. 10 to 11

Copper (Braziers), per cwt. ...	Rs. 51½ to 52¼	Rs. 51 to 52	Rs. 52¼ to 52¾	Rs. 52 to 53¼	Rs. 51 to 52	Rs. 50½ to 51
British Bar Iron (per candy) ...	„ 34 to 37	„ 34 to 37	„ 33 to 38	„ 34 to 37	„ 34 to 37	„ 34 to 38
Davison's West Hartley (per ton) Landed.	„ 18 to 20½	„ 18 to 20	„ 19 to 21	„ 19 to 20	„ 18 to 20	„ 18 to 20
Welsh Hartley (per ton) do.	„ 18 to 20	„ 18 to 20	„ 19 to 20½	„ 18½ to 20	„ 18 to 20	„ 18¾ to 20
EXPORTS.						
COTTON— New (crop) 1879-80						
M. G. Broach, Good, per candy	Rs. 262/267 FP. Feb. Mar. Apl.	Rs. 257/261 FP. Feb. March.	Rs. 253/256 FP.	Rs. 253/256 FP.	Rs. 250/252 FP.	Rs. 242/244 FP.
Hinguughaut, Good „ ...	Nil.	„ 258/260 FP. nl.	Rs. 250/256 FP.	Rs. 258 FP.	Rs. 250/253 FP.	„ 243 FP.
Akote Good, Good „ ...	Rs. 250/255 FP. Feb. Mar. Apl.	Rs. 248/255 FP.	„ 242/250 FP.	„ 246/250 FP.	Rs. 241/243 FP.	„ 234 FP.
Oomrawuttee, FGF. „ ...	Rs. 245/249 FP Feb. Mar. Apl.	„ 240/247 FP.	„ 235/242 FP.	„ 235/240 FP.	Rs. 231/235 FP.	„ 225/228 FP.
Dhollera, GF. „ ...	Rs. 249/255 HP. Mar., Apl-May.	„ 230/235 HP. May.	„ 226/245 HP.	„ 229/233 HP.	Rs. 228 H.P.	„ 220 HP.
Sawgd. Dharwar, FGF. (Old) crop 1878-79- per candy	*Nil.*	*Rs. 220 HP.*	*„ 205 HP.*	*Nil.*	*Nil.*	Nil.
*** The Quotations are for Good Selections.						
Linseed (per cwt.)	Rs. 6-4 to 6-13	Rs. 6-11 to 6-13	Rs. 6-10 to 6-12-6	Rs. 6-10 to 6-11½	Rs. 6-7 to 6-7½	Rs. 6-5 to 6-6
Rapeseed „	„ 5-10 to 6-6	„ 5-14 to 6-6	„ 5-12 to 6-4	„ 5-14 to 6-4	„ 5-14 to 6-4	„ 5 14 to 6-¼
Gingelly Seed, per candy ...	„ 38 to 43½	„ 38 to 43½	„ 37½ to 43½	„ 37 to 43½	„ 37 to 43½	„ 38 to 44
Wheat (White Pessy), per candy of 756 lb.	„ 36½ to 47	„ 35 to 48	„ 36 to 47	„ 36 to 46	„ 36 to 46	„ 34 to 45
Opium (Malwa) (per chest) Old	„ 1835 to 1850	„ 1800 to 1835	„ 1790	„ 1790	„ 1820	„ 1825
„ „ „ New	„ 1624 to 1670	„ 1624 to 1675	„ 1655	„ 1655	„ 1670	„ 1665
FREIGHTS.						
Liverpool—Cotton, via Cape, (per ton=50 feet)	£1-7-6 to 1-10	£1-7-6 to 1-12-6	£1-7-6 to 1-10 nl.	£1-5 to 1-12-6	£1-5 to 1-12-6	£1-15 to 1-17-6
„ Seed „ ...	£1-5 to 1-10	£1-5 Nominal.	£1-5 to 1-7-6 nl.	£1-5 to 1-8-9	£1-5 to 1-10	£1-15
Overland London—Measurement cargo (per ton=40 feet)	£2-5 to £3	£2-5 to 2-10	£2-5 to £3	£2-2-6 to 2-10	£1-15 to 2-7-6	£2-5 to 2-10
Overland Liverpool—Cotton ...	£1-10	£1-12-6 to 1-15	£1-17-6 to £2	Nil.	£2 to 2-10	£2-10
Overland Liverpool—Cotton, Steamer, via Suez Canal ...	£1-10 to 1-15	£1-13-9 to 1-15	£1-13-9/1-17-6	£1-15 to £2	£1-12-6 to 2-5	£2 to 2-15
Havre—Cotton via Canal (per ton)	£1-15 to £2	£1-16-3 to £2	£1-17-6 to £2	£1-15-6 to £2	£2-1-3 to 2-2-6	£2 to 2-2-6
Trieste „ „ „	£2 to 2-5	£2-2-6 to 2-5	£2 to 2-5	£2-2-6 to 2-5	£2-5 to 2-7-6	£2-10 to 2-12-6
Marseilles and Genoa	£2 to 2-2-6	£2-2-6	£2 to 2-5	£2-2-6 to 2-5	£2-2-6 to 2-5	£2-5 to 2-7-6
China, Steamer (per ton, 40 feet)	Rs. 15 to 20	Rs. 15 to 20	Rs. 15	Rs. 15	Rs. 12 to 15	Rs. 13 to 15

WEEKLY CURRENT QUOTATIONS for the Year 1880—*Continued.*

QUOTATIONS.	Week ending 26th March.	Week ending 2nd April.	Week ending 9th April.	Week ending 16th April.	Week ending 23rd April.	Week ending 30th April.
EXCHANGE.						
On England, Bank Bills, Sight	1s. 8 3/32d.	1s. 8 1/16 to 8 3/32d.	1s. 8 to 8 1/32d.	1s. 7 7/8 to 7 29/32d.	1s. 7 7/8d.	1s. 8 to 8 1/32d.
,, ,, 3 m'ths' ,,	1s. 8 7/32 to 1/4d.	1s. 8 3/16 to 7/32d.	1s. 8 5/32 to 3/16d.	1s. 8 to 8 1/32d.	1s. 8d.	1s. 8 1/8 to 3/16d.
,, ,, 4 ,, ,,	1s. 8 9/32 to 5/16d.	1s. 8 1/4 to 9/32d.	1s. 8 7/32 to 1/4d.	1s. 8 1/16 to 3/16d.	1s. 8 1/16d.	1s. 8 3/16 to 7/32d.
,, ,, 6 ,, ,,	1s. 8 3/8 to 13/32d.	1s. 8 5/16d.	1s. 8 5/16 to 11/32d.	1s. 8 3/16d.	1s. 8 3/16d.	1s. 8 5/16d.
First-class Credits... 3 ,, ,,	1s. 8 3/8d.	1s. 8 5/16 to 11/32d.	1s. 8 9/32d.	1s. 8 1/8 to 5/32d.	1s. 8 1/8d.	1s. 8 1/4 to 5/16d.
,, ,, 6 ,, ,,	1s. 8 5/16d.	1s. 8 1/2 to 17/32d.	1s. 8 1/2d.	1s. 8 5/16 to 11/32d.	1s. 8 1/8d.	1s. 8 1/16 to 1/2d.
Documents... ... 3 ,, ,,	1s. 8 7/16d.	1s. 8 11/32 to 3/8d.	1s. 8 5/16 to 11/32d.	1s. 8 3/16 to 7/32d.	1s. 8 3/16 to 3/16d.	1s. 8 5/16 to 11/32d.
,, ... 6 ,, ,,	1s. 8 1/2d.	1s. 8 17/32 to 9/16d.	1s. 8 1/2 to 17/32d.	1s. 8 1/8 to 3/16d.	1s. 8 11/32 to 3/8d.	1s. 8 1/2 to 17/32d.
Paris Francs Mercantile Bills ... ... 3 ,, ,,	2·15 to 2·16	2·14 1/2	2·13 3/4 to 2·14	2·12 to 2·12 1/2	2·12 to 2·12 1/2	2·14 to 2·14 1/2
,, ,, ... 6 ,, ,,	2·17 to 2·18	2·16 1/4	2·15 1/2 to 2·16	2·14 to 2·14 1/2	2·14 to 2·14 1/4	2·16 to 2·16 1/4
Bank Rate, Calcutta, on Demand.	99 15/16 to 100 1/16	99 15/16 to 100	99 15/16 to 100	99 7/8 to 99 15/16	99 13/16 to 99 15/16	99 7/8 to 99 15/16
House Bills, China, 60 days' Sight	218 to 219 Nl.	210 to 220 Nl.	218 to 220 Nl.	218 to 220 Nl.	223 to 225	224 to 225
English Bar Gold, 100 touch (per tola)	Rs. 19·4 to 19·5	Rs. 19·5	Rs. 19·6	Rs. 19·6 to 19·7	Rs. 19·6 to 19·7	Rs. 19·4·6 to 19·5
Sovereigns	,, 12 to 12·3	,, 12 to 12·3	,, 12 to 12·2	,, 12-2/12-5·6	,, 12·3 to 12·6	,, 12·2 to 12·4
RATES OF DISCOUNT.						
Bank Rate of Discount on Private Bills...	9 per cent.	9 per cent.	9 per cent.	9 per cent.	9 per cent.	9 per cent.
,, on Government Bills.	6 ,,	6 ,,	7 ,,	7 ,,	7 ,,	7 ,,
,, of Interest on Demand Loans on Govt. Securities	6 ,,	6 ,,	7 ,,	7 ,,	7 ,,	7 ,,
GOVERNMENT SECURITIES.						
Four per cents.	94 1/4 to 95	94 3/4 to 95	95 3/8 to 95 1/4	95 1/4 to 95 3/8	95 1/4 to 95 3/8	95 5/16 to 95 1/4
Four-and-a-half per cents. New Loan of 1878 ...	101 1/4 to 102	102	102 1/4 to 102 3/8	102 5/16 to 102 3/8	102 3/8 to 102 3/8	102 1/4 to 102 3/8
IMPORTS.						
PIECE GOODS—						
7lb. 40in. G. Shirtings (14×13)	Rs. 3:14 to 4·6	Rs. 3:10 to 4·8	Rs. 3:11 to 4·6	Rs. 3:12 to 4·4	Rs. 3·4 to 4·6	Rs. 3·6 to 4·6
8 1/4lb. ,, (16×15)	,, 4·10 to 5·8	,, 4·6 to 5·6	,, 4·6 to 5·6	,, 4·8 to 5·4	,, 4·6 to 5·6	,, 4·8 to 5·6
3lb. 32in. Madapollams (13×11)	,, 1·12 to 2	,, 1·12 to 2	,, 1·11 1/2 to 2	,, 1·12 to 2	,, 1·12 to 1·14 1/2	,, 1·12 to 2
No. 40s Mule Twist, per lb. ...	As. 10 1/4 to 11 3/8	As. 10 1/2 to 11 1/4	As. 10 1/2 to 11 1/4	As. 10 1/2 to 11	As. 10 1/2 to 11	As. 10 1/2 to 11

No. 30s Water Twist, per lb...	,, 10 to 11¼	,, 10 to 11	,, 10 to 11	,, 10 to 11	,, 9¾ to 11	,, 9½ to 10½
Copper (Braziers), per cwt. ...	Rs. 50	Rs. 49 to 50	Rs. 49 to 49½	Rs. 48¼ to 49¼	Rs. 48 to 48½	Rs. 46 to 48
British Bar Iron (per candy) ...	,, 34 to 36	,, 34 to 38	,, 34 to 37½	,, 33 to 34	,, 32 to 38	,, 31 to 37
Davison's West Hartley (per ton) Landed.	,, 18½ to 19½	,, 19 to 19½	,, 18 to 20	,, 19½ to 20	,, 18 to 19½	,, 18½ to 19
Welsh Hartley (per ton) do.	,, 19 to 19½	,, 18½ to 19½	,, 18 to 19½	,, 18¾ to 19	,, 18 to 19½	,, 18 to 18¾

EXPORTS.

COTTON— New (crop) 1879-80.						
M.G. Broach, Good, per candy...	Rs. 243/246 FP.	Rs. 239/241 FP.	Rs. 240/245 FP.	Rs. 241/241½ FP.	Rs. 236/238 FP.	Rs. 225/230 FP.
Hingunghaut, Good ,, ...	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
Akote, Good ,, ...	,, 233/238 FP.	,, 230/233 FP.	,, 228/233 FP.	,, 222/225 FP.	,, 221/223 FP.	,, 213/215 FP.
Oomrawuttee, F.G.F. ,, ...	,, 228/229 FP.	,, 222/225 FP.	,, 220/224 FP.	,, 214/220 FP.	,, 212/218 FP.	,, 200/208 FP.
Dhollera, G.F. ,, ...	,, 220/223 HP.	,, 216/220 HP.	,, 205/218 HP.	,, 210/212 HP.	,, 208/212 HP.	,, 200/208 HP.
Sawgd. Dharwar, F.G.F.,, ...	Nil.	,, 227 HP.	,, 227/230 HP.	,, 220/225 HP.	,, 217/220 HP.	,, 210/215 HP.

*** The Quotations are for Good Selections.

Linseed (per cwt.)	Rs. 6-5 to 6 5½	Rs. 6 to 6-3	Rs. 6 to 6-3	Rs. 6 to 6-5	Rs. 6-2 to 6-4	Rs. 6 to 6-5
Rapeseed ,, ...	,, 5-14 to 6-0	,, 5-12 to 6	,, 5-11 to 5-13	,, 5-7 to 5-12	,, 5 to 5-12	,, 5 to 5-12
Gingelly Seed, per candy ...	,, 35 to 42	,, 39 to 43	,, 38 to 48	,, 38 to 48	,, 37 to 45	,, 38 to 48
Wheat (White Pessy), per candy of 756 lb.	,, 34 to 37	,, 34 to 36	,, 34 to 35	,, 33 to 36	,, 33 to 35	,, 32 to 34½
Opium (Malwa) (per chest) Old	,, 1825	,, 1850	,, 1890	,, 1915	,, 1925	,, 1825
,, ,, ,, New	,, 1685	,, 1700	,, 1760	,, 1765	,, 1775	,, 1775

FREIGHTS.

Liverpool—Cotton, via Cape, (per ton=50 feet)...	£1-15 to 1-17-6	£1-17-6 to 2-5	£2-2-6 to 2-5	£2 to 2-5	£2 to 2-2-6	£2 to 2-2-6
,, Seed, per ton ...	£1-10 to 1-15	£1-15 to 2-2-6	£1-15 to 2-5	£2 to 2-2-6	£1-17-6 to 2-2-6	£1-10 to 2-2-6
Overland London—Measurement cargo (per ton=40 feet)	£2-13 to £3	£2-10 to £3	£2-5 to £3	£2-2-6 to 2-12-6	£2-5 to 2-10	£2 to £3
Overland Liverpool—Cotton ...	£3	£-2-5 to £3	£2-2-6 to 2-10	£2-2-6 to 2-10	£2-2-6 to 2-10	£2 to £3
Overland Liverpool—Cotton, Steamer, via Suez Canal	£2-5 to 2-12-6	£2-5 to 2-7-6	£2-2-6 to 2-5	£2-1-3 to 2-5	£2 to 2-3-6	£2 to 2-5
Havre—Cotton via Canal (per ton)	£2-2-6 to 2-5	£2-2-6 to 2-5	£2-2-6 to 2-7-6	£2-5 to 2-6-3	£2-5	£2-2-6 to 2-10
Trieste ,, ,, ,,	£2-5 to 2-10	£2-7-6 to 2-10	£2-7-6 to 2-10	£2-10	£2-10 to 2-12-6	£2-1-3 to 2-12-6
Marseilles and Genoa	£2-5 to 2-10	£2-5 to 2-7-6	£2-5 to 2-10	£2-7-6 to 2-10	£2-2-6 to 2-15	£2-1-3 to 2-12-6
China, Steamer (per ton, 40 feet)	Rs. 13 to 15	Rs. 15 to 20	Rs. 15 to 20	Rs. 15	Rs. 15	Rs. 15 to 18

WEEKLY CURRENT QUOTATIONS for the Year 1880.—*Continued.*

Quotations.	Week ending 7th May.	Week ending 14th May.	Week ending 21st May.	Week ending 28th May.	Week ending 4th June.	Week ending 11th June.
EXCHANGE.						
On England, Bank Bills Sight	1s. 8 to 3/32d.	1s. 8 1/16 to 3/32d.	1s. 8d.	1s. 8 1/32d.	1s. 8 to 1/32d.	1s. 8 3/32 to 5/32d.
" " 3 m'ths' "	1s. 8 2/32 to 5/32d.	1s. 8 5/32 to 7/32d.	1s. 8 1/32d.	1s. 8 3/32d.	1s. 8 1/32d.	1s. 8 7/32 to 1/4d.
" " 4 " "	1s. 8 5/32 to 7/32d.	1s. 8 9/32d.	1s. 8 1/16d.	1s. 8 5/32d.	1s. 8 3/32d.	1s. 8 9/32 to 5/16d.
" " 6 " "	1s. 8 9/32 to 5/16d.	1s. 8 3/32 to 1/32d.	1s. 8 1/16d.	1s. 8 11/32d.	1s. 8 5/32d.	1s. 8 13/32 to 7/16d.
First-class Credits...3 " "	1s. 8 9/32 to 5/16 d.	1s. 8 5/16 to 1/32d.	1s. 8 1/16d.	1s. 8 9/32d.	1s. 8 7/32d.	1s. 8 11/32 to 1/2d.
" " 6 " "	1s. 8 1/2 to 1/2d.	1s. 8 1/2 to 1/32d.	1s. 8 3/32 to 1/16d.	1s. 8 7/32 to 1/16d.	1s. 8 1/4 to 9/32d.	1s. 8 15/32 to 9/16d.
Documents ... 3 " "	1s. 8 5/8 to 3/4d.	1s. 8 11/32 to 3/4d.	1s. 8 3/32 to 1/16d.	1s. 8d.	1s. 8 5/32 to 1/16d.	1s. 8 3/4 to 15/32d.
" " 6 " "	1s. 8 3/4 to 9/16d.	1s. 8 9/16d.	1s. 8 1/16 to 1/32d.	1s. 8 1/32d.	1s. 8 7/32 to 1/32d.	1s. 8 3/4 to 15/32d.
Paris Francs Mercantile Bills ... 3 " "	2·14 to 2·14 1/2	2·14 1/2	2·13 1/2	2·13 3/4 to 2·14	2·13 3/4 to 2·14 1/4	2·15 to 2·15 1/2
" " 4 " "	2·16 to 2·16 1/2	2·16 1/2	2·15 1/2	2·15 3/4 to 2·16	2·15 3/4 to 2·16 1/4	2·17 to 2·17 1/2
Bank Rate, Calcutta, on Demand	*99 15/16 to 99 7/8*	*99 7/8 to 99 15/16*	100 to 100 1/8	100 to 100 1/16	100 1/8 to 100 1/8	100 1/16 to 100 1/8
House Bills, China, 60 days' Sight	224 to 225 Nl.	224 to 225 Nl.	224 Nominal.	224 Nominal	223 to 224 Nl.	223 Nominal
English Bar Gold, (per tola) ...	Rs. 19-5/19-6	Rs 19-4 to 19-5	Rs. 19.5 to 19.6	Rs. 19.4 to 19.5	Rs. 19.4 to 19.5	Rs. 19.3.6/19.5
Sovereigns	" 12-2-6/12-3	" 12-2 to 12-3	" 12-2.6/12-3	" 12-2 to 12-2-6	" 12-2 to 12-3	" 12-1.6/12-2.6
RATES OF DISCOUNT.						
Bank Rate of Discount on Private Bills...	9 per cent.	9 per cent.	8 per cent.	8 per cent.	8 per cent.	8 per cent.
" on Government Bills...	7 "	7 "	6 "	6 "	6 "	6 "
" of Interest on Demand Loans on Govt. Securities	7 "	7 "	6 "	6 "	6 "	6 "
GOVERNMENT SECURITIES.						
Four per cents.	94 7/8 to 95 1/8	93 1/2 to 94	94 to 94 1/8	94 to 94 1/8	94 3/8 to 94 3/4	95 1/8 to 95 3/8
Four-and-a-half per cents. New Loan of 1878 ...	101 1/8 to 102 1/4	100 1/2 to 101	101 to 101 1/8	101 1/8 to 101 3/16	101 3/4 to 101 7/8	102 1/8 to 102 1/8
IMPORTS.						
PIECE GOODS—						
7lb.40in. G Shirtings(14 × 13)	Rs. 3-12 to 4 2	Rs. 3-4 to 4-4	Rs. 3.8 to 4-2	Rs. 3-4 to 4-4	Rs. 3-6 to 4-4	Rs. 3-8 to 4-5
8 1/4 lb. " (16 × 15)	" 4-6 to 5-2	" 4-4 to 5-4	" 4-4 to 5.4	" 4-2 to 5-5	" 4-2 to 5-5	" 4-2 to 5-5
3lb32in.Madapollams(13 × 11)	" 1-12 to 1-14	" 1-8 to 1-14	" 1-9 to 2	" 1-8 to 2-0	" 1-8 to 2	" 1-8 to 2-0
No. 40s Mule Twist, per lb. ...	As. 10 1/4 to 10 1/2	As. 10 1/4	As. 10 to 10 1/2	As. 10 to 10 1/2	As. 9 1/2 to 10 1/4	As. 9 1/2 to 10 7/8

No. 30s Water Twist, per lb. ...	As. 9½ to 10½	As. 9½ to 11	As. 9 to 11	As. 9½ to 10	As. 9½ to 10	As. 9 to 10
Copper (Braziers), per cwt. ...	Rs. 46 to 47	Rs. 44½ to 45½	Rs. 44 to 45	Rs. 43½ to 45½	Rs. 44½ to 45½	Rs. 44½ to 45
Yellow Metal do. ...	.....	„ 36 to 37	„ 35 to 37	„ 36 to 36¾	„ 36 to 36½	„ 35½ to 36½
British Bar Iron (per candy) ...	„ 30 to 31	„ 29 to 35	„ 29 to 35	„ 28 to 35	„ 27 to 35	„ 26 to 36
Davison's West Hartley (per ton)	„ 18 to 19¼	„ 18 to 20	„ 18 to 20	„ 18 to 19½	„ 18¼ to 20	„ 19 to 20
Welsh Hartley do.	„ 18 to 18¾	„ 18 to 19	„ 18 to 19	„ 18 to 19½	„ 18 to 20	„ 18 to 20
EXPORTS.						
COTTON— New (crop) 1879-80						
M. G. Broach, Good, per cdy.	Rs. 226/228 FP.	Rs. 224/227 FP.	Rs. 238/240 FP.	Rs. 227/230 FP.	226/238 FP.	Rs. 238/245 FP.
Hinganghaut, Good „	Nil.	Nil.	„ 225/226 FP. Nominal.	Nil.	Nil.	Nil.
Akote Good „	Rs. 211/215 FP.	Rs. 209/210 FP.	„ 212/215 FP.	Rs. 206/210 FP.	Rs. 204/207 FP.	Rs. 208/210 FP.
Oomrawuttee, FGF. „	„ 202/208 FP.	„ 198/202 FP.	„ 202/204 FP.	„ 199/205 FP.	„ 192/197 FP.	„ 195/200 FP.
Dhollera GF. „	„ 196/206 HP.	„ 190/200 HP.	„ 195/200 HP.	„ 190/196 HP.	„ 182/190 HP.	„ 186-195 HP.
Sawgd. Dharwar, Good „	„ 204/215 HP.	„ 204 HP.	„ 204/208 HP.	„ 203/205 HP.	„ 190/201 HP.	„ 200/205 HP.
*** The Quotations are for Good Selections.						
Gingelly Seed per candy ...	Rs. 37 to 54	Rs. 37 to 54	„ 37 to 54	Rs. 38 to 54	„ 38 to 55	Rs. 39 to 42
Linseed (per cwt.)	„ 6 to 6-6	„ 6-3 to 6-5	„ 6 to 6-7	„ 6-2 to 6-4	„ 6 to 6-5	„ 6-4 to 6-10
Rapeseed „	„ 5 to 5-14	„ 5-14	„ 5 to 6	„ 5-12 to 5-14	„ 5-12 to 6	„ 6-2 to 6-6
Wheat (White Pessy), per candy of 756 lb. ...	„ 32 to 35	„ 31½ to 35	„ 30 to 35	„ 31½ to 35	„ 32 to 35	„ 31 to 33½
Opium (Malwa) (per chest) Old	„ 1785	„ 1875	„ 1850	„ 1850	„ 1900	„ 1875
„ „ „ New	„ 1755	„ 1750	„ 1725	„ 1725	„ 1750	„ 1750
FREIGHTS.						
Liverpool—Cotton, via Cape (per ton=50 feet)...	£2 to 2-3-9	£1-18-9 to 2-3-9	£1-15 to 2-3-9	£1-12-6 to 2-2-6	£1-17-6 to 2-2-6	£1-17-6 to 2-2-6
„ Seed „ ...	£1-17-6 to 2-2-6	£1-12-6 to 2-6	£1-10 to 2	£1-12-6 to 2	£1-15 to 2-2-6	£1-15 to 2-2-6
„ Cotton via Suez Canal (per ton 40 feet) ...	£2 to 2-3-9	£1-17-6 to £2	£1-15 to 1-18-9	£1-12-6 to £2	£1-7-6 to 1-15	£1-10 to 1-15
London—Measurement cargo ...	£2-7-6 to £3	P&O £2-7-6/2-10 C.Str. £2 to 2-2-6	P. & O. 2-10 C. Str. £2-1-3 to 2-2-6	P&O £2-10 to 3 C. Str. £2 to 2-1-3	P&O £2-2-6/2-10 C. Str. £2 to 2-1-3	P. & O. £2-10 C.Str. £2
Havre—Cotton via Canal (per ton)	£2 to 2-5	£1-16-9 to 2-5	£2 to 2-5	£1-15 to 2-2-6	£2 to 2-2-6	£2 to 2-2-6
Trieste „ „ „	£2-10 to 2-15	£2-10 to 2-15	£2-10 to 2-12-6	£2-5 to 2-10	£2-7-6 to 2-10	£2-10
Marseilles and Genoa „	£2-2-6 to 2-15	£2 to 2-10	£2 to 2-10	£2 to 2-7-6	£1-17-6 to 2-10	£2 to 2-5
China, Steamer (per ton, 40 feet)	Rs. 15	Rs. 15 to 20	Rs. 15	Rs. 15 to 18	Rs. 15	Rs. 15

WEEKLY CURRENT QUOTATIONS for the Year 1880.—*Continued.*

Quotations.	Week ending 18th June.	Week ending 25th June.	Week ending 2nd July.	Week ending 9th July.	Week ending 16th July.	Week ending 23rd July.
EXCHANGE.						
On England, Bank Bills Sight	1s. 8⅛ to 8 5/32d.	1s. 8⅛ to 8 9/32d.	1s. 8 7/32 to ¼d.	1s. 8⅛ to 8 5/32d.	1s. 8⅛d.	1s. 8 3/16 to ¼d.
" " 3 m'ths "	1s. 8¼ to 8 9/32d.	1s. 8 13/32d.	1s. 8 11/32 to ⅜d.	1s. 8¼ to 1/16d.	1s. 8¼d.	1s. 8 5/16 to ⅜d.
" " 4 " "	1s. 8 5/16 to 11/32d.	1s. 8 15/32 to ½d.	1s. 8 13/32 to 7/16d.	1s. 8 5/16 to ⅜d.	1s. 8 5/16d.	1s. 8⅜ to 7/16d.
" " 6 " "	1s. 8⅜ to 15/32d.	1s. 8 9/16 to 10/32d.	1s. 8 15/32 to 9/16d.	1s. 8 7/16d.	1s. 8 13/32 to 7/16d.	1s. 8 7/16 to ½d.
First-class Credits ...3 " "	1s. 8⅜ 13/32d.	1s. 8 9/16d.	1s. 8 15/32 to ½d.	1s. 8 13/32 to 7/16d.	1s. 8⅜d.	1s. 8 15/32d.
" " 6 " "	1s. 8 9/16 to 4/32d.	1s. 8 23/32 to ⅝d.	1s. 8⅝ to 11/16d.	1s. 8 9/16 to ⅝d.	1s. 8 17/32 to 9/16d.	1s. 8 9/16 to ⅝d.
Documents ... ...3 " "	1s. 8 7/16d.	1s. 8 19/32d.	1s. 8½ to 9/16d.	1s. 8 7/16 to 15/32d.	1s. 8 13/32d.	1s. 8½d.
" " 6 " "	1s. 8 13/32 to ⅝d.	1s. 8 23/32 to 24/32d.	1s. 8 21/32 to 23/32d.	1s. 8 9/16 to 19/32d.	1s. 8 9/16 to 19/32d.	1s. 8 19/32 to 11/16d.
Paris Francs Mercantile Bills ... ...3 " "	2·15½ to 2·15¾	2·17 to 2·17½	2·15¾ to 2.16	2·15 to 2·15½	2·15 to 2·15¼	2·16 to 2·16¼
" " 4 " "	2·17½ to 2·17¾	2·19 to 2·19½	2·17¾ to 2·18	2·16½ to 2·17½	2·17 to 2·17¼	2·17¼ to 2·18
Bank Rate, Calcutta, on Demand.	100 1/16 to 100⅛	100 1/16 to 100⅛	100 1/16 to 100⅛	100 1/16 to 100⅛	100 3/32 to 100⅛	100 1/16 to 100⅛
House Bills, China, 60 days' Sight	221 to 222 Nl.	220 to 221 Nl.	220 to 221 Nl.	220 to 221 Nl.	220 to 221 Nl.	219 to 221 Nl.
English Bar Gold, (per tola) ...	Rs. 19.3 to 19-4	Rs. 19 to 19·3	Rs. 19.2 to 19-4	Rs.19-2/19-2.6	Rs.19-2-3/19-2-6	Rs. 19-2 to 19·3
Sovereigns	" 12-0-6/12-2	" 12 to 12·2	" 12·0 to 12·3	" 12-0-9/12-1	" 12-0-6/12-1	" 12-0 3/12-0.6
RATES OF DISCOUNT.						
Bank Rate of Discount on Private Bills...	7 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.
" on Government Bills...	5 "	5 "	5 "	5 "	5 "	5 "
" of Interest on Demand Loans on Govt. Securities	5 "	5 "	5 "	5 "	5 "	5 "
GOVERNMENT SECURITIES.						
Four per cents.	96	96¾ to 97⅛	96¼ to 96⅜	95¾ to 96	96 to 96⅛	96¼ to 96 5/16
Four-and-a-half per cents. New Loan of 1878 ...	103⅞ to 104	104⅞ to 105⅛	104⅜ to 104 1/16	103¾ to 104	104 to 104⅛	104 7/16 to 104⅜
IMPORTS.						
Piece Goods—						
7lb. 40in. G. Shirtings (14×13)	Rs. 3-6 to 4-5	Rs. 3-6 to 4-4	Rs. 3-4 to 4-4	Rs. 3-4 to 4-7	Rs. 3-4 to 4-8	Rs. 3-7 to 4-5

8½lb. 40in. G.Shirtings (16×15)	Rs. 4-2 to 5-0	Rs. 4-4 to 4-5	„ 4-2 to 5-6	„ 4-2 to 5-8	Rs. 4-2 to 5-7	Rs. 4-2 to 5-7
3lb. 32in. Madapollams (13×11)	„ 1-11 to 2-0	„ 1-11 to 2-0	„ 1-11 to 2-0	„ 1-11 to 2-0	„ 1-11 to 2-0	„ 1-11 to 2-0
No. 40s Mule Twist, per lb. ...	As. 10 to 10⅛	As. 9¼ to 10½	As. 9¾ to 10¾	As. 9¼ to 10¼	As. 9½ to 10¼	As. 9½ to 10½
No. 30s. Water „ „ ...	„ 9¼ to 10	„ 9 to 9¾	„ 9¼ to 9⅞	„ 9 to 9¾	„ 9 to 9½	„ 9¼ to 9¾
Copper (Braziers) per cwt. ...	Rs. 43 to 44	Rs. 44 to 45	Rs. 45 to 45½	Rs. 44½ to 45	Rs. 44 to 45	Rs. 44 to 44¾
Yellow Metal „ ..	„ 35 to 36	„ 35½ to 37	„ 36 to 38	„ 36½ to 37½	„ 36½ to 39	„ 36⅞ to 37¼
British Bar Iron (per candy) ...	„ 26 to 36	„ 27 to 35	„ 27 to 36	„ 27 to 35	„ 27 to 35	„ 27 to 37
Davison's West Hartley (per ton)	„ 18 to 19½	„ 18 to 19¼	„ 18¼ to 19¾	„ 18 to 19¼	„ 17¾ to 19½	„ 18 to 19
Welsh Hartley do.	„ 18 to 19½	„ 18 to 19½	„ 18 to 19¾	„ 18 to 19¼	„ 17¾ to 19¼	„ 18 to 19
EXPORTS.						
COTTON— New (crop) 1879-80						
M. G. Broach, Good, per candy.	Rs. 235/240 FP.	Rs. 230/232 FP.	Rs. 230/236 FP.	Rs. 230/232 FP.	Rs. 230/231 FP.	Rs. 225/227 FP.
Hingunghaut, Good „ ...	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
Akote, Good „ ...	Rs. 205/210 FP.	Rs. 203/204 FP.	Rs. 202/205 FP.	„ 202/204 FP.	Rs. 205/208 FP.	Rs. 205/210 FP.
Oomrawuttee, FGF. „ ...	„ 196/203 FP.	„ 195/198 FP.	„ 195/199 FP.	„ 193/199 FP.	„ 199/201 FP.	„ 199/202 FP.
Dhollera, GF. „ ...	„ 187/192 HP.	„ 185/190 HP.	„ 186/190 HP.	„ 186/188 HP.	„ 186/193 HP.	„ 188/195 HP.
Sawgd. Dharwar, Good „ ...	„ 200/203 HP.	„ 200/203 HP.	„ 196/203 HP.	„ 198/203 HP.	„ 200/205 HP.	„ 200/208 HP.
*** The Quotations are for Good Selections.						
Gingelly Seed per candy ...	Rs. 36 to 41	Rs. 38 to 42	Rs. 38 to 42	Rs. 38 to 42	Rs. 38 to 42	Rs. 38 to 41
Linseed (per cwt.)	„ 6-2 to 6-10	„ 6-8 to 6-10	„ 6-8 to 6-12	„ 6-8 to 6-10	„ 6-8 to 6-12	„ 6-14 to 7-4
Rapeseed „	„ 6-2 to 2-4	„ 6-1 to 6-2	„ 5-14 to 6-2	„ 5-14 to 6-3	„ 6-1 to 6-2	„ 6-1 to 6-4
Wheat (White Pessy), per candy of 756 lb.	„ 30½ to 33	„ 31 to 32	„ 31 to 32	„ 29 to 31½	„ 29 to 31	„ 29 to 32
Opium (Malwa) (per chest) Old	„ 1875	„ 1900	„ 1875	„ 1875	„ 1850	„ 1845
„ „ „ New	„ 1765	„ 1765	„ 1750	„ 1750	„ 1750	„ 1745
FREIGHTS.						
Liverpool—Cotton, via Cape (per ton=50 feet)...	£1-15 to 2-2-6	£1-15 to £2	£1-10 to 1-15	£1-10 to £2	£1-15-0	£1-10
„ Seed „ ...	£1-15 to £2	£1-15	£1-15	£1-10	£1-10	£1-5 to 1-10
„ Cotton via Suez Canal (per ton 40 feet) ...	£1-10 to 1-15	£1-10 to 1-15	£1-10 to 1-15	£1-10	£1-10	£1-5 to 1-10
London—Measurement cargo	P. & O. £2 to 3 C. Str. None.	P & O £2-7-6 to 2-14 C Str None	P. & O. £2-10 C.Str.1-17-6/£2Nil.	P & O 2-7-6/2-10 C Str £1-15 to 1-17-6	P. & O. £2 C Str £1-15 to 1-17-6	P. & O. £2 C. Str. £1-15/1-17-6
Havre—Cotton via Canal (per ton)	£1-17-6 to 2-2-6	£1-17 to £2	£1-15 to 1-17-6	£1-17-6	£1-15 to 1-17-6	£1-15 to 2-2-6
Trieste „ „ „	£2-2-4 to £3	£2-7-6 to 2-15	£2-5 to 2-10	£2-7-6 to 2-10	£2	£2 to 2-2-6
Marseilles and Genoa „	£2-2-6 to 2-10	£2 to 2-2-6	£2 to 2-5	£1-15 to £2	£1-17-6 to £2	£1-10 to £2
China, Steamer (per ton, 40 feet)	Rs. 13 to 15	Rs. 15	Rs. 15	Rs. 15	Rs. 15	Rs. 13 to 15

WEEKLY CURRENT QUOTATIONS for the Year 1880.—*Continued.*

Quotations.	Week ending 30th July.	Week ending 6th August.	Week ending 13th August.	Week ending 20th August.	Week ending 27th August.	Week ending 3rd September.
EXCHANGE.						
On England, Bank Bills Sight	1s. 8 7/32 to ¼d.	1s. 8 5/16 to 11/32d.	1s. 8 7/32 to ¼d.	1s. 8⅛ to 9/32d.	1s. 8⅛ to 9/32d.	1s. 8⅛d.
„ „ 3 m'ths' „	1s. 8 11/32 to ⅜d.	1s. 8 1/4 to 15/32d.	1s. 8 11/32 to ⅜d.	1s. 8¼ to 9/32d.	1s. 8¼ to 9/32d.	1s. 8¼d.
„ „ 4 „ „	1s. 8 13/32 to 7/16d.	1s. 8⅜ to 17/32d.	1s. 8 13/32 to 7/16d.	1s. 8⅜ to 11/32d.	1s. 8 5/16 to 11/32d.	1s. 8 5/16d.
„ „ 6 „ „	1s. 8 17/32d.	1s. 8 19/32 to ⅝d.	1s. 8½ to 17/32d.	1s. 8½ to 17/32d.	1s. 8 13/32 to 7/16d.	1s. 8 13/32 to 7/16d.
First-class Credits... 3 „ „	1s. 8 17/32 to ½d.	1s. 8 21/32 to 11/16d.	1s. 8 19/32 to ⅝d.	1s. 8 19/32 to ⅝d.	1s. 8⅜ to 7/16d.	1s. 8⅜d.
„ „ 6 „ „	1s. 8⅝ to 21/32d.	1s. 8 11/16 to ¾d.	1s. 8 15/16d.	1s. 8 19/32 to ⅝d.	1s. 8 19/32 to 11/16d.	1s. 8½d.
Documents ... 3 „ „	1s. 8½ to 17/32d.	1s. 8⅝ to 11/16d.	1s. 8⅝ to ¾d.	1s. 8½d.	1s. 8⅝ to 11/16d.	1s. 8⅝ to ¾d.
„ ... ... 6 „ „	1s. 8 21/32 to 11/16d.	1s. 8 23/32 to ¾d.	1s. 8⅝ to 21/32d.	1s. 8⅞ to 21/32d.	1s. 8 21/32 to ¾d.	1s. 8 21/32 to 11/16d.
Paris Francs Mercantile Bills ... ... 3 „ „	2·16 to 2·16¼	2·16¾ to 2·17	2·16¼ to 2·16⅜	2·16	2·15½ to 2·15¾	2·15¼ to 2·15½
„ „ ... 6 „ „	2·17¼ to 2·18⅛	2·18¼ to 2·19	2·17⅜ to 2·18⅛	2·17⅛ to 2·18	2·17 to 2·17¼	2·16¾ to 2·17⅛
Bank Rate, Calcutta, on Demand.	100 1/16 to 100⅛	100 1/16 to 100⅛	100 1/16 to 100 3/16	100⅛ to 100 3/16	100⅛ to 100⅛	100 3/16 to 100⅛
House Bills, China, 60 days' Sight	218 to 221 Nl.	220 to 221 Nl.	219 to 221 Nl.	219 to 220 Nl.	219 to 220	219 to 220 Nl.
English Bar Gold 100 touch (per tola)	Rs. 19.2 to 19.8	Rs. 19.0-9 to 19.2	Rs. 19.2 to 19.3	Rs. 19.2 to 19.4	Rs. 19.2-6/19.4	Rs. 19.2-6/19.4
Sovereigns	„ 12 to 12.2	„ 11.15-6 to 12	„ 12./12.0-3	„ 12 to 12.0-6	„ 12/12.0-3	„ 12.0-6/12.0-9
RATES OF DISCOUNT.						
Bank Rate of Discount on Private Bills...	7 per cent.	7 per cent.	7 per cent.	7 per cent.	6 per cent.	6 per cent.
„ on Government Bills.	5 „	5 „	5 „	5 „	4 „	4 „
„ of Interest on Demand Loans on Govt. Securities	5 „	5 „	5 „	5 „	4 „	4 „
GOVERNMENT SECURITIES.						
Four per cents.	95⅜ to 96	96 1/16 to 96¼	96 to 96⅛	96⅛ to 96¼	96⅛ to 96 1/16	96 1/16 to 96⅛
Four-and-a-half per cents ...	104⅛ to 104¼	104⅜ to 104½	104¼ to 104 5/16	104⅜ to 104 7/16	104¼ to 104 5/16	104 3/16 to 104¼
IMPORTS.						
Piece Goods—						
7lb. 40in. G.Shirtings (14 × 13)	Rs. 3·6 to 4.5	Rs. 3·6 to 4·4	Rs. 3·4 to 4·4	Rs. 3·6 to 4.10	Rs. 3·5 to 4.8	Rs. 3·2 to 4·4
8¼lb. „ „ (16×15)	„ 4·3 to 5·6	„ 4·2 to 5·7	„ 3·14 to 5·5	„ 3·14 to 5·4	„ 3·13 to 5·4	„ 3·12 to 5·4
3lb. 32in. Madapollams (13×11)	„ 1.12 to 2.0	„ 1.12 to 2.0	„ 1.10 to 2.0	„ 1.10 to 1.14	„ 1.10 to 1.14	„ 1.10 to 1.14

No. 40s Mule Twist, per lb. ...	As. 9¾ to 10¼	As. 9¾ to 10¾	As. 9¾ to 11¼	As. 9¼ to 10½	As. 9½ to 10¼	As. 9¾ to 10½
No. 30s Water Twist „ ...	„ 9¼ to 10¾	„ 9¼ to 10	„ 9¼ to 9¾	„ 9¼ to 9¾	„ 9 to 9¾	„ 9¼ to 10
Copper (Braziers), per cwt. ...	Rs. 44½ to 45	Rs. 44½ to 45	Rs. 44½ to 45	Rs. 44½ to 45	Rs. 44½ to 45	Rs. 44½ to 45
Yellow Metal do. ...	„ 37 to 37½	„ 37 to 38	„ 37 to 37⅜	„ 37 to 37½	„ 37 to 37¼	„ 37 to 37¼
British Bar Iron (per candy) ...	„ 27 to 35	„ 27 to 34	„ 28 to 35	„ 27 to 35	„ 26 to 35	„ 27 to 36
Davison's West Hartley (per ton)	„ 18 to 19¼	„ 18 to 19	„ 18 to 19¼	„ 18 to 19¼	„ 18 to 19¼	„ 18 to 19¼
Welsh Hartley do. ...	„ 18 to 19¼	„ 18 to 19	„ 18 to 19¼	„ 18 to 19¼	„ 18 to 19¼	„ 18 to 19¼

EXPORTS.

COTTON— New (crop) 1879-80						
M.G. Broach, Good, per candy...	Rs. 225/230 FP.	Rs. 225/230 FP.	Rs. 225/230 FP.	Rs. 230 FP.	Rs. 225/230 FP.	Rs. 225/230 FP.
Hingunghat, Good „ ...	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
Akote Good „ ...	„ 209/212 FP.	„ 209/212 FP.	„ 208/212 FP.	Rs. 210/212 FP.	„ 215/216 FP.	Rs. 212/215 FP.
Oomrawuttee, F.G.F. „ ...	„ 197/203 FP.	„ 200/202 FP.	„ 198/205 FP.	„ 200/204 FP.	„ 202/205 FP.	„ 201/205 FP.
Dhollera, G. F. „ ...	„ 190/195 HP.	„ 190/195 HP.	„ 189/206 HP	„ 190/198 HP.	„ 195/206 HP.	„ 196/202 HP.
Sawgd. Dharwar, Good „ ...	„ 200/208 HP.	„ 200/208 HP.	„ 205/208 HP.	„ 207/208 HP.	„ 205/210 HP.	„ 205/208 HP.
*** The Quotations are for Good Selections.						
Gingelly Seed, per candy ...	Rs. 38 to 42	Rs. 37 to 41	Rs. 37 to 41	Rs. 38 to 43	Rs. 38 to 42	Rs. 39 to 44
Linseed (per cwt.)	„ 6-12 to 6-14	„ 6-10 to 6-12	„ 6-10 to 6-12	„ 6-10 to 6-12	„ 6-14 to 7-0	„ 6-12 to 7-0
Rapeseed „	„ 6 to 6-3	„ 6 to 6-2	„ 6 to 6-2	„ 6 to 6-4	„ 6-1 to 6-2	„ 6-1 to 6-2
Wheat (White Pessy), per candy of 756 lb. ...	„ 30 to 31½	„ 31 to 32	„ 31 to 32	„ 29 to 32½	„ 30 to 32	„ 31½ to 32
Opium (Malwa) (per chest) Old	„ 1875	„ 1860	„ 1745	„ 1750	„ 1740	„ 1743
„ „ „ New	„ 1750	„ 1740	„ 1695	„ 1700	„ 1690	„ 1695

FREIGHTS.

Liverpool—Cotton, via Cape, (per ton=50 feet)...	£1-0	£1-0	£1-0	£1-0	£0-17-6 to £1	£1-0
„ Seed „ ...	£1-0	£1-0	£1-0	£1-0	£0-17-6 to £1	£1-0
„ Cotton, via the Suez Canal per ton 40ft.	£1-0	£1 to 1-5	£0-17-6 to 1-2-6	£1-0	£0-17-6 to £1	£1-0 to 1-5
London—Measurement cargo..	P. & O. £2-0 C.Str. £1-5/1-15	P. & O. £2 C. Str. £1-10	P. & O. £2 C. Str. None.	P. & O. £2 to 2-5 C. Str. none	P. & O. £2 C. Str. none	P. & O. £2 C. Str. None.
Havre—Cotton via Canal (per ton)	£2-0 to 2-5	£1-7-6 to 2-0	£1-10/1-17-6 Nil	£1-10 to 1-17-6	£1-15	£1-15
Trieste „ „ „	£1-5 to 2-0	£1-7-6 to 1-15	£1-7-6 to 1-10	£1-7-6 to £2	£1-5 to 1-10	£1-5 to 1-10
Marseilles and Genoa „ ...	£1-5 to 1-15	£1-7-6 to £2	£1-7-6 to 1-10	£1-5 to £2	£1-5 to 1-10	£1-5 to 1-10
China, Steamer (per ton, 40 feet)	Rs. 15	Rs. 15	Rs. 15	Rs. 15	Rs. 15	Rs. 15

WEEKLY CURRENT QUOTATIONS for the Year 1880.—*Continued.*

Quotations.	Week ending 10th September.	Week ending 15th September.	Week ending 24th September.	Week ending 1st October.	Week ending 8th October.	Week ending 15th October.
EXCHANGE.						
On England, Bank Bills Sight	1s. 8½d.	1s. 8 1/32 to 1/16 d.	1s. 8 1/32 d.	1s. 8 1/16 to 3/32 d.	1s. 8 3/32 d.	1s. 8d.
" " 3 m'ths' "	1s. 8½d.	1s. 8 5/32 to 3/16 d.	1s. 8 1/8 d.	1s. 8 3/32 5/32 d.	1s. 8 3/32 to 5/32 d.	1s. 8 3/32 to 1/8 d.
" " 4 " "	1s. 8 5/16 d.	1s. 8 7/32 to 1/4 d.	1s. 8 5/32 to 3/16 d.	1s. 8 3/32 7/32 d.	1s. 8 3/32 to 7/32 d.	1s. 8 3/32 to 1/8 d.
" " 6 " "	1s. 8 11/32 d.	1s. 8 1/32 d.	1s. 8 1/16 d.	1s. 8 3/32 d.	1s. 8 1/16 d.	1s. 8¼ to 5/32 d.
First-class Credits... 3 " "	1s. 8 1/32 to 3/32 d.	1s. 8 9/32 to 1/16 d.	1s. 8 3/32 d.	1s. 8 5/16	1s. 8¼ to 3/32 d.	1s. 8¼ d.
" " 6 " "	1s. 8 3/32 to 1/8 d.	1s. 8 1/16 to 1/32 d.	1s. 8 13/32 to 1/16 d.	1s. 8 7/16 to 15/32 d.	1s. 8 13/32 to 1/8 d.	1s. 8⅜ to 1/32 d.
Documents ... ... 3 " "	1s. 8⅜ to 1/32 d.	1s. 8 5/8 to 11/32 d.	1s. 8 1/16 d.	1s. 8½d.	1s. 8 15/32 to 7/16 d.	1s. 8 9/32 d.
" ... ... 6 " "	1s. 8½ to 1/16 d.	1s. 8 3/32 to 1/8 d.	1s. 8 7/16 to 3/32 d.	1s. 8 15/32 to 1/8 d.	1s. 8 7/16 to 15/32 d.	1s. 8 13/32 to 7/16 d.
Paris Francs Mercantile Bills ... 3 " "	2·15¼ to 2·15½	2·15	2·14½	2·15 to 2·15¼	2·14¾	2·14¼ to 2·14½
" " ... 6 " "	2·17 to 2·17¼	2·16½ to 2·17	2·16 to 2·16½	2·16¾ to 2·17	2·16¼ to 2·16¾	2·16 to 2·16¼
Bank Rate, Calcutta, on Demand.	100 3/32 to 100 5/32	100⅛ to 100 5/16	100⅛ to 100 5/32	100 3/32 to 100⅛	100 3/32 to 100⅛	100 1/16 to 100⅛
House Bills, China, 60 days' Sight	218 to 220	218 to 220	218 to 220	Rs. 219/220	219 to 221	220 to 222 Nl.
English Bar Gold, 100 touch (per tola)	Rs.19-3-3/19-3-6	Rs. 19-3-3/19-4	Rs.19-3-3 to 19-5	" 19-3-6/19-4-6	Rs. 19-3-6/19-4	Rs. 19-3-6/19-4
Sovereigns	" 12-0 to 12-1	" 12-0 to 12-1	" 12-0 to 12-1-6	" 12-0-3/12-1	" 12-1/12-1-9	" 12-1 to 12-2
RATES OF DISCOUNT.						
Bank Rate of Discount on Private Bills...	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.
" on Government Bills.	4 "	4 "	4 "	4 "	4 "	4 "
" of Interest on Demand Loans on Govt. Securities	4 "	4 "	4 "	4 "	4 "	4 "
GOVERNMENT SECURITIES.						
Four per cents.	96 5/16 to 96⅜	96⅜ to 96½	96 7/16	96⅜ to 96 7/16	96 7/16 to 96½	96 9/16 to 96 11/16
Four-and-a-half per cents. ...	104 5/16 to 104⅜	104½ to 104⅝	104 9/16	104⅜	104½	104⅝ to 104¾
IMPORTS.						
Piece Goods—						
7lb. 40in. G. Shirtings (14 × 13)	Rs. 3-4 to 4-4	Rs. 3-4 to 4-6	Rs. 3-4 to 4-4	Rs. 3-4 to 4-4	Rs. 3-4 to 4-4	Rs. 3-4 to 4-4

8½lb. 40in. G. Shirtings(16×15)	Rs. 4-0 to 5-4	Rs. 4-0 to 5-4	Rs. 4-2 to 5-4	Rs. 4-2 to 5-4	Rs. 4-2 to 5-4	Rs. 4-2 to 5-4
3lb. 32in. Madapollams(13×11)	,, 1-10 to 1-14	,, 1-10 to 1-14	,, 1-10½/1-14	,, 1-10 to 1-14	,, 1-10 to 1-14	,, 1-10 to 1-14
No. 40s Mule Twist, per lb. ...	As. 9¾ to 10¼	As. 9¾ to 10¼	As. 10 to 10¼	As. 9 to 10¼	As. 9½ to 10¼	As. 9¼ to 10
No. 30s Water Twist, ,, ...	,, 9 to 10	,, 9 to 9⅞	,, 9¼ to 9½	,, 9¼ to 10	,, 9 to 9¾	,, 9 to 9½
Copper (Braziers), per cwt. ...	Rs. 44¼ to 45	Rs. 45 to 46	Rs. 45½ to 45¾	Rs. 45½ to 45¾	Rs. 46 to 46¼	Rs. 45¾ to 46¼
Yellow Metal	,, 37 to 37½	,, 37 to 38	,, 37¼ to 37¾	,, 37¼ to 37½	,, 37¼ to 37¾	,, 37¼ to 37¾
British Bar Iron (per candy) ...	,, 27 to 35	,, 27 to 36	,, 27 to 36	,, 27 to 36	,, 27 to 34	,, 27 to 34
Davison's West Hartley (per ton)	,, 18 to 19¼	,, 18¼ to 19¼	,, 17¼ to 19¼	,, 17¼ to 19	,, 17¼ to 19	,, 17 to 18
Welsh Hartley do.	,, 18 to 19¼	,, 18 to 19¼	,, 17¼ to 19¼	,, 17¼ to 19	,, 17¼ to 79	,, 17 to 17¾
EXPORTS.						
COTTON— New (crop) 1879-80.						
M. G. Broach, Good, per candy.	Rs. 220/22 FP.	Rs. 220/30 FP.	Rs. 220/22 FP.	Rs. 220 FP.	Rs. 220/221 FP.	Nil.
Hingunghaut, Good ,, ...	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
Akote, Good ,, ...	Rs. 212 FP.	Rs. 208/215 FP.	Rs. 208/14 FP.	,, 210/214 FP.	Rs. 208 FP.	Rs. 206/212 FP.
Oomrawuttee, F.G.F. ,, ...	,, 198/204 FP.	,, 198/203 FP.	,, 199/204 FP.	,, 198/203 FP.	,, 199/202 FP.	,, 198/212 FP.
Dhollera, G.F. ,, ...	,, 192/198 FP.	,, 192/198 FP.	,, 190/96 FP.	,, 193/195 FP.	,, 190/195 FP.	,, 194/198 FP.
Sawgd. Dharwar Good ,, ...	,, 202/208 FP.	,, 202/208 FP.	,, 200/208 FP.	,, 198/204 FP.	,, 205 FP.	,, 194/196 FP.
**** The Quotations are for Good Selections.						
Gingelly Seed	Rs. 38 to 43	Rs. 40 to 43	Rs. 42 to 43	Rs. 41 to 44	Rs. 40 to 42	Rs. 41 to 42
Linseed (per cwt.)	,, 6-13 to 6-14	,, 6-0 to 6-14	,, 6-12 to 6-14	,, 6-13 to 7-0	,, 6-15 to 7-2	,, 6-14 to 7-0
Rapeseed ,, ...	,, 6-0 to 6-2	,, 6-0 to 6-2	,, 5-12 to 6-2	,, 6-0 to 6-2	,, 6-0	,, 6-0 to 6-2
Wheat (White Pessy), per candy of 756 lb.	,, 30 to 32	,, 30 to 32	,, 31 to 32	,, 32	,, 32	,, 32
Opium (Malwa) (per chest) Old	,, 1730	,, 1730	,, 1660	,, 1660	,, 162	,, 1610
,, ,, ,, New	,, 1680	,, 1680	,, 1625	,, 1620	,, 1575	,, 1575
FREIGHTS.						
Liverpool—Cotton, via Cape, (per ton=50 feet)...	£1	£1-0	£1-5	£1-5	£1-5	£1-5
,, Seed per ton ...	£1	£0-17-6	£1-5	£1-5	£1-5	£1-5
,, Cotton, via the Suez Canal (per ton) 40feet	£0-17-6 to 1-5	£1-0 to 1-7-6	£1-5 to 1-7-6	£1-7-6	£1-5 to 1-7-6	£1-7-6 to 1-12-6
London—Measurement cargo	P. & O. £2 C. Str. None.	P. & O. £2 C. Str £1-10/1-15	P & O £2 Str £1-12-6/1-15	P. & O. £2 C. Str. £1-15	P. & O. £2 C. Str. £1-12-6/1-15	P. & O. £2 C. Str None
Havre—Cotton via Canal (per ton)	£1-15	£1-15	£1-15	£1-15	£1-15	£1-15 to 2-5
Trieste ,, ,, ,,	£1-5 to 1-10	£1-10	£1-10	£1-10	£1-10 to 2-0	£1-7-6 to 1-10
Marseilles and Genoa ,,	£1-5 to 1-10	£1-5	£1-5	£1-10 to 1-15	£1-10 to 2-0	£1-7-6 to 2-0
China, Steamer (per ton, 40 feet)	Rs. 15	Rs. 15	Rs. 15	Rs. 15	Rs. 15	Rs. 10 to 15

WEEKLY CURRENT QUOTATIONS for the Year 1880.—*Continued.*

Quotations.	Week ending 22nd October.	Week ending 29th October.	Week ending 5th November.	Week ending 12th November.	Week ending 19th November.	Week ending 26th November.
EXCHANGE.						
On England, Bank Bills Sight	1s. 7 5/16 to 5/32d.	1s. 7 13/32 to 7/32d.	1s. 7 3/32d.	1s. 7 3/4d.	1s. 7 11/16d.	1s. 7 7/8d.
" " 3 m'ths' "	1s. 8 1/32 to 3/32d.	1s. 7 29/32 to 31/32d.	1s. 7 7/32d.	1s. 7 27/32 to 7/8d.	1s. 7 3/4 to 25/32d.	1s. 7 29/32 to 15/16d.
" " 4 " "	1s. 8 3/32 to 5/32d.	1s. 7 15/16 to 8 1/32d.	1s. 7 7/8d.	1s. 7/8 to 29/32d.	1s. 7 13/16 to 27/32d.	1s. 7 3/4 to 13/16d.
" " 6 " "	1s 8 1/4d.	1s. 8 1/8d.	1s. 7 31/32d.	1s. 7 31/32d.	1s. 7 13/16d.	1s. 7 7/8d.
First-class Credits... 3 " "	1s. 8 3/16 to 7/32d.	1s. 8 1/16 to 3/16d.	1s. 8d.	1s. 8d.	1s. 7/8 to 15/16d.	1s. 7 7/8d.
" " 6 " "	1s. 8 5/16 to 3/8d.	1s. 8 1/16 to 1/4d.	1s. 8 1/8d.	1s. 8 1/8d.	1s. 8 to 1 1/32d.	1s. 8d.
Documents ... 3 " "	1s. 8 7/32 to 1/4d.	1s. 8 3/32 to 1/8d.	1s. 8 1/32d.	1s. 8 to 1 1/32d.	1s. 7 29/32 to 31/32d.	1s. 7 7/8 to 15/16d.
" ... ... 6 " "	1s. 8 3/32 to 13/32d.	1s. 8 7/32 to 3/8d.	1s. 8 5/32d.	1s. 8 3/32 to 5/32d.	1s. 8 1/32 to 1/16d.	1s. 8 to 1 1/32d.
Paris Francs Mercantile Bills... ... 3 " "	2·13 1/2 to 2·14	2·12 1/2 to 2·13	2·11 1/4 to 2·11 3/4	2·11 1/4 to 2·11 1/2	2·10 1/4 to 2·10 3/4 d.	2·10 to 2·10 1/4
" " ... 6 " "	2·15 1/4 to 2·15 3/4	2·14 to 2·14 3/4	2·13 to 2·13 1/4	2·13 to 2·13 1/2	2·11 1/2 to 2·12 1/2	2·11 3/4 to 2·13
Bank Rate, Calcutta, on Demand.	100 3/32 to 100 1/8	100 1/16 to 100 1/8	100 3/32 to 100 1/8	100 3/32 to 100 1/16	100	99 15/16 to 100
House Bills, China, 60 days' Sight	220 to 221	220 to 221	219 to 220	220 to 221 Nl.	219 to 220	219 to 220
English Bar, Gold, 100 touch (per tola)	Rs. 19-3-6 to 19-4	Rs. 19-4-6	Rs. 19-6 to 19-7	Rs. 19-5-6/19 6-6	Rs. 19-6 to 19-7	Rs. 19-8 to 19-8-6
Sovereigns	" 12-0 to 12-2	" 12-1 to 12-3	" 12-1-6 to 12-3	" 12-2	" 12-2-6	" 12-2 to 12-2-6
RATES OF DISCOUNT.						
Bank Rate of Discount on Private Bills...	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.
" on Government Bills.	4 "	4 "	4 "	4 "	4 "	4 "
" of Interest on Demand Loans on Govt. Securities.	4 "	4 "	4 "	4 "	4 "	4 "
GOVERNMENT SECURITIES.						
Four per cents.	96 7/8 to 96 5/8	97	98 1/4 to 98 1/2	97 1/8 to 97 1/4	97 1/8 to 97 3/8	98 1/2 to 98 11/16
Four-and-a-half per cents ...	104 3/4 to 104 13/16	105 7/16 to 105 3/8	106 1/8 to 107 1/8	106 1/8 to 106 3/4	106 1/2 to 106 5/8	107 1/2 to 107 3/4
IMPORTS.						
PIECE GOODS—						
7lb. 40in. G. Shirtings (14×13)	Rs. 3-4 to 4-4	Rs. 3-6 to 4-4	Rs. 3-2 to 5-4	Rs. 3-6 to 4-2	Rs. 3-4 to 5-4	Rs. 3-4 to 4-6
8 1/4lb. " " (16×15)	" 4-2 to 5-4	" 4-2 to 5-6	" 4-2 to 5-6	" 4-1 to 5-2	" 4-2 to 5-6	" 4-2 to 5-6
3lb. 32in. Madapollams (13×11)	" 1 10 to 1-14 1/2	" 1-10 to 1-14	" 1-10 to 1-14 1/2	" 1-10 to 1-14	" 1-10 to 1-14	" 1-10 to 1-14

No. 40s Mule Twist, per lb. ...	As. 9¼ to 10¼.	As. 9¼ to 10¼	As. 9½ to 10	As. 9½ to 10	As. 9½ to 10	As. 9½ to 10¼
No. 30s Water Twist „ ...	„ 9 to 9¼	„ 9 to 9½	„ 9⅛ to 9½	„ 9¼ to 9½	„ 9 to 9⅜	„ 9¼ to 9¾
Copper (Brazieys), per cwt. ...	Rs. 45¾ to 46¼	Rs. 46 to 46¼	Rs. 46¼ to 46¾	Rs. 46¾ to 47	Rs. 46¼ to 47	Rs. 46½ to 46¾
Yellow Metal do. ...	„ 37 to 37¾	„ 37 to 37½	„ 37½ to 37¾	„ 37½ to 38½	„ 37½ to 38¼	„ 37¼ to 37⅜
British Bar Iron (per candy) ...	„ 26 to 33	„ 26 to 34	„ 25 to 34	„ 25 to 26	„ 25 to 34½	„ 25 to 32½
Davison's West Hartley (per ton)	„ 17 to 18	„ 17 to 17¾	„ 16½ to 18	„ 17½	„ 17 to 18	„ 16½ to 18
Welsh Hartley do. ...	„ 16¼ to 17¾	„ 17 to 17¾	„ 16¾ to 18	„ 17	„ 17 to 17¾	„ 16½ to 17½
EXPORTS.						
COTTON— New (crop) 1879-80.						
M. G. Broach, Good, per candy.	Rs. 220/221 FP.	Rs. 220/222 FP.	Nil.	Nil	Nil.	Nil
Hingunghaut, Good „ ...	Nil.	Nil	Nil.	Nil	Nil.	Nil
Akote, Good „ ...	„ 214/220 FP.	Rs. 212/213 FP.	Rs. 212/213 FP.	Nil	Nil.	Nil
Oomrawuttee, F.G.F. „ ...	„ 199/203 FP.	„ 196/203 FP.	„ 200/208 FP.	Rs. 202/204 FP.	Rs. 200 FP.	Rs. 208/210 FP.
Dhollera, G.F. „ ...	„ 190/202 FP.	„ 183/195 FP.	„ 190/202 FP.	„ 190/197 FP.	„ 190/195 FP.	„ 195/205 FP.
Sawgd. Dharwar, Good „ ...	„ 200/205 FP.	„ 195/200 FP.	„ 196/200 FP.	„ 196/200 FP.	„ 196/200 FP.	„ 205/208 FP.
*** The Quotations are for Good Selections.						
Gingelly Seed, per candy ...	Rs. 41 to 42½	Rs. 38 to 42	Rs. 38 to 41	Rs. 38 to 42	Rs. 35 to 40½	Rs. 34½ to 41
Linseed (per cwt.)	„ 6-14 to 7	„ 6-9 to 7-2	„ 6-14 to 7-1	„ 6-14 to 7-0	„ 6-12 to 6-13	„ 6-12 to 6-14
Rapeseed „	„ 6 to 6-2	„ 5-14 to 6-5	„ 5-14 to 6-2	„ 5 14 to 6-2	„ 6-2	„ 62
Wheat (White Pessy), per candy of 756 lb. ...	„ 32 to 33	„ 31 to 32½	„ 31 to 32	„ 31½ to 32	„ 32 to 32½	„ 31 to 34½
Opium (Malwa) (per chest) Old	„ 1615	„ 1685	„ 1700	„ 1690 Nl.	„ 1720	„ 1725
„ „ „ New	„ 1570	„ 1605	„ 1630	„ 1625 Nl.	„ 1620	„ 1625
FREIGHTS.						
Liverpool—Cotton, via Cape, (per ton=50 feet) ...	£1-10	£1-5 to 1-7-6	£1 5	£1-5 Nl.	£1-10	£1-10
„ Seed per ton ...	£1-10	£1-5 to 1-15	£1 5	£1-5 to1-17-6Nl.	£1-10	£1-10 to 1-16-3
„ Cotton, via the Suez Canal per ton 40ft.	£1-10 to 1-12-6	£1-7-6 to 1-15	£1-15 to 2	£1-17-6 to 2-2-6	£1-17-6 to 2-2-6	£1-17-6 to 2-1-3
London—Measurement cargo..	P. & O. £2 C. Str. £1-13-9 to 1-17-6	P. & O £2 C. Str. £1-15 to 2-2-6	P. & O. £2 C. Str. £1-15 to 1-17-6	P. & O. £2 C Str. £1 15 to 1-17-6	P. & O. £2 C. Str. £1-15 to 1-17-6	P. & O. £2 C. Str. £1-16-3 to £2
Havre—Cotton via Canal (per ton)	£1-15	£1-15 to 2-5	£1-15	£1-15 to 2 Nl.	£1-17-6 to 2-5	£1-17-6 to 2
Trieste „ „ „ ...	£1-10	£1-10 to 2-2-6	£1-15 to 2	£2 to 2 5	£2 to 2-5	£2 to 2-5
Mrseilles and Genoa „ ...	£1 17-3 to 2	£1-17-6 to 2-5	£2 to 2.5	£2 to 2-5	£2 to 2-5	£2-2-6 to 2-7-6
China, Steamer (per ton, 40 feet)	Rs 15	Rs. 10 to 15	Rs. 15	Rs. 6 to 15	Rs. 10 to 15	Rs. 15

WEEKLY CURRENT QUOTATIONS for the Year 1880.—*Continued.*

Quotations.	Week ending 3rd December.	Week ending 10th December.	Week ending 17th December.	Week ending 24th December.	Week ending 31st December.
EXCHANGE.					
On England, Bank Bills Sight	1s. 7 3/32d.	1s. 7 3/32d.	1s. 7 3/32d.	1s. 7 11/16d.	1s. 7 11/16d.
" " 3 m'ths' "	1s. 7 27/32 to 7/8d.	1s. 7 13/16 to 7/8d.	1s. 7 7/8 to 7/8d.	1s. 7 13/16d.	1s. 7 13/16d.
" " 4 " "	1s. 7 7/8 to 1 1/16d.	1s. 7 7/8 to 1 1/16d.	1s. 7 15/32d.	1s. 7 7/8d.	1s. 7 7/8d.
" " 6 " "	1s. 8 1/32d.	1s. 7 31/32d.	1s. 8 1/32d.	1s. 7 13/16 to 7 31/32d.	1s. 7 15/16 to 1/8d.
First class Credits ... 3 " "	1s. 8 1/32d.	1s. 7 13/16 to 31/32d.	1s. 8 1/32 to 1/16d.	1s. 7 31/32 to 8d.	1s. 7 31/32 to 8d.
" " 6 " "	1s. 8 5/32d.	1s. 8 1/16 to 1/8d.	1s. 8 3/32 to 1/8d.	1s. 8 1/8 to 8 5/32d.	1s. 8 1/8 to 1/16d.
Documents ... ... 3 " "	1s. 8 1/16d.	1s. 7 31/32 to 8d.	1s. 8 1/16 to 3/32d.	1s. 8 to 1/32d.	1s. 8 to 1/8d.
" " 6 " "	1s. 8 3/16d.	1s. 3/32 to 5/32d.	1s. 8 7/32 to 1/4d.	1s. 8 5/32 to 3/16d.	1s. 8 3/32 to 5/16d.
Paris Francs Mercantile Bills... ... ... 3 " "	2·11 1/4 to 2·11 1/2d.	2·10 1/2 to 2·10 3/4	2·11 1/2 to 2·11 3/4	2·11 to 2·11 1/4	2·11 to 2·11 1/4
" " 6 " "	2·13 to 2·13 1/4	2·12 to 2·12 3/4	2·13 to 2·13 3/4	2·12 1/2 to 2·13 1/4	2·13 to 2·13 1/4
Bank Rate, Calcutta, on Demand ...	100	99 15/16 to 100	100	100	100 to 100 3/16
House Bills, China, 60 days' Sight ...	219 to 220 Nl.	219 to 220 Nl.	219 to 220 Nl.	219 to 220	219 to 220
English Bar Gold	Rs.19-7-6 to 19-9-6	Rs. 19-9-6 to 19-10	Rs. 19-8-6	Rs. 19-8 to 19-9	Rs. 19-8-9 to 19-9
Sovereigns	" 12-2 to 12-2-6	" 12-2-6 to 12-3	" 12-2-3 to 12 2-6	" 12-2 to 12-3	" 13-2 to 12-2-6
RATES OF DISCOUNT.					
Bank Rate of Discount on Private Bills	6 per cent.	6 per cent.	6 per cent.	6 per cent.	6 per cent.
" on Government Bills ...	4 "	4 "	4 "	4 "	4 "
" of Interest on Demand Loans on Govt. Securities.	4 "	4 "	4 "	4 "	4 "
GOVERNMENT SECURITIES.					
Four per cents.	98 7/8 to 99	100 1/4 to 100 3/4	99 1/8 to 99 3/4	100 1/4 to 100 3/8	100 7/16 to 100 1/2
Four-and-a-half per cents	108	109 1/4 to 109 3/8	108 1/2 to 108 5/8	109 1/4 to 109 3/8	109 7/16 to 109 1/2
IMPORTS.					
PIECE GOODS—					
7lb. 40in. G. Shirtings (14 × 13)...	Rs. 3-5 to 4-4	Rs. 3-4 to 4-4	Rs. 3-4 to 4	Rs. 3-4 to 4	Rs. 3-6 to 4
8 1/2lb. " " (16 × 15)...	" 4-2 to 5-6	" 3-12 to 5-5	" 3-14 to 5	" 3-14 to 5-12	" 4-6 to 4-15
3lb. 32in. Madapollams (13 × 11)...	" 1-10 to 1-14	" 1-9 to 1-14	" 1-9 to 1-14	" 1-9 to 1-14	" 1-11 to 1-14
No. 40s Mule Twist, per lb. ...	As. 9 1/4 to 10 1/4	As. 9 1/4 to 9 7/8	As. 9 1/4 to 10	As. 9 1/4 to 10	As. 9 1/4 to 9 3/4
No. 30s Water Twist " ...	" 9 1/4 to 9 3/4	" 9 to 9 1/2	" 9 to 9 1/2	" 9 to 9 1/4	" 9 to 9 3/8

Copper (Braziers) per cwt.	Rs. 46½ to 47	Rs. 46¼ to 46½	Rs. 46 to 46½	Rs. 46 to 46¾	Rs. 45¾ to 46¼
Yellow Metal do.	„ 37½ to 38	„ 37¼ to 37¾	„ 37¼ to 37¾	„ 37 to 38	„ 37 to 37¼
Welsh Bar Iron (per candy) ...	.....	„ 25 to 32½	„ 25 to 33	„ 25 to 31¼	„ 25 to 31
Staffordshire Bar Iron „ ...	.....	„ 28 to 33	„ 28 to 33½	„ 28 to 32	„ 26 to 32
Swedish Bar Iron „ ...	.....	„ 40 to 45	„ 40 to 45	„ 42 to 45	„ 43 to 46
Davison's West Hartley (per ton)	„ 16 to 18	„ 17¼ to 18	„ 17 to 18½	„ 17 to 17½	„ 17 to 17¼
Welsh Hartley (per ton) do.	„ 16 to 17	„ 16¾ to 17	„ 16¼ to 17¾	„ 16¼ to 17	„ 16½ to 16¾
EXPORTS.					
COTTON— New (crop) 1879-80					
M. G. Broach, Good, per candy ...	Nil.	Nil.	Nil.	Nil.	Nil.
Hinganghaut, Good „ ...	Rs. 248 FP.	Nil.	Rs. 241 FP.	Nil.	Rs. 240 F.P.
Akote, Good „ ...	Nil.	Nil.	Nil.	Nil.	Nil.
Oomrawuttee F.G.F. „ ...	Rs. 210 FP.	„ 212 FP	Rs. 208/214 FP.	„ 207 to 208 FP.	Nil.
Dhollera, G.F. „ ...	„ 203/204 FP.	„ 202 FP.	„ 210/216 FP.	„ 196 FP.	Rs. 202 to 208 FP.
Sawgd. Dharwar, Good „ ...	„ 200/210 FP.	Nil.	„ 205/216 FP.	Nil.	Nil.
*** The Quotations are for Good Selections.					
Gingelly Seed, per candy	Rs. 33 to 42	Rs. 34 to 40	Rs. 33 to 40	Rs. 31 to 39	Rs. 33 to 38
Linseed (per cwt.)	„ 6-12 to 6-14	„ 6-12	„ 6-8 to 6-10	„ 6-5 to 6-8	„ 6-4 to 6-5
Rapeseed „	„ 6-0 to 6-1	„ 5-14 to 6-1	„ 5-12 to 6-0	„ 5-12 to 6-0	„ 5-14
Wheat (White Pessy), per candy of 756lb.	„ 33	„ 32 to 33	„ 31½ to 33	„ 30 to 32	„ 30 to 32
Opium (Malwa) (per chest) Old ...	„ 1700	„ 1685	„ 1660	„ 1675	„ 1685
„ „ „ New ...	„ 1625	„ 1625	„ 1610	„ 1615	„ 1615
FREIGHTS.					
Liverpool—Cotton, via Cape, (per ton=50 feet)...	£1-10	£1-15	£1-15	£1-15 Nominal.	£1-10 Nominal.
„ Seed per ton	£1-10	£1-15	£1-15	£1-15	£1-10 „
„ Cotton, via the Suez Canal per ton 40ft.	£1-16-3 to 1-17-6	£1-16-3 to 1-17-6	£1-15 to 1-16-3	£1-15 to 1-16-3	£1-15
London—Measurement cargo	P. & O. £2 C. Str. 1-17-6	P. & O. £2 C.Str.£1-16-3 to 2	P. & O. £2 C.Str. £1-16-3 to 1-17-6	P. & O. £2 C. Str. £1-16-3	P. & O. £2 C. Str. £1-16-3
Havre—Cotton via Canal (per ton)...	£1-18-9	£1-18-9 to 2.5	£1-18 9 to £2	£1-17-6 to 1-18-9	£1-18-9 Nominal.
Trieste „ „ „ ...	£2 to 2-7-6	£2-0 to 2-7-6	£2-2-6 to 2-10	£2-3-9 to 2-10	£2-10
Marseilles and Genoa „ ...	£2-2-6 to 2-5	£2-2-6 to 2-5	£2-2-6 to 2-5	£2-2-6 to 2-5	£2-5
China, Steamer (per ton, 40 feet) ...	Rs. 10 to 15	Rs. 7 to 10	Rs. 7 to 10	Rs. 7	Rs. 7

APPENDIX F F.

STATEMENT shewing the annual value of the Export and Import trade of India, and the total miles of Railway opened, in the Official Years 1852-53 *to* 1879-80.

EXPORTS.	Total miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
Year 1852-53	21½	20,464,633	1,055,229	21,519,862
„ 1853-54	72	19,295,139	1,483,296	20,778,435
„ 1854-55	171	18,927,222	1,267,033	20,194,255
„ 1855-56	274¼	23,040,000	601,177	23,641,177
„ 1856-57	289¾	25,340,000	1,253,426	26,593,426
„ 1857-58	430½	27,460,000	822,438	28,282,438
„ 1858-59	625	29,860,000	669,427	30,529,427
„ 1859-60	836¼	27,960,000	929,007	28,889,007
„ 1860-61	1581⅓	32,970,000	1,119,549	34,089,549
„ 1861-62	2351½	36,320,000	683,355	37,003,355
„ 1862-63	2516¾	*47,860,000	1,111,140	48,971,140
„ 1863-64	2962½	*65,625,000	1,270,435	66,895,435
„ 1864-65	3368¾	*68,025,000	1,444,775	69,469,775
„ 1865-66	3568	*65,490,000	2,165,352	67,655,352
„ 1866-67	3936½	41,860,000	2,431,503	44,291,503
„ 1867-68	4016½	50,875,000	1,571,946	52,446,946
„ 1868-69	4261	53,060,000	1,395,580	54,455,580
„ 1869-70	4766	52,470,000	1,042,353	53,512,353
„ 1870-71	5072	55,335,000	2,220,765	57,555,765
„ 1871-72	5365¾	63,190,000	1,495,642	64,685,642
„ 1872-73	5671½	55,230,000	1,308,579	56,538,579
„ 1873-74	6201	54,980,000	1,958,512	56,938,519
„ 1874-75	6497¼	56,360,000	1,625,309	57,985,309
„ 1875-76	6949¾	56,210,000	2,200,236	58,410,236
„ 1876-77	7326½	61,013,000	4,029,898	65,042,898
„ 1877-78	8216	65,222,000	2,210,995	67,432,995
„ 1878-79	8477¾	60,937,000	3,982,228	64,919,228
„ 1879-80	.....	67,210,000	2,035,147	69,245,147

* Exports abnormally high owing to the American Civil War.

IMPORTS.	Total miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
Year 1852-53	21½	10,070,861	6,831,377[c]	16,902,238
„ 1853-54	72	10,070,863	4,871,956	14,942,819
„ 1854-55	171	12,742,671	2,028,256	14,770,927
„ 1855-56	274¼	13,945,000	11,301,288	25,246,288
„ 1856-57	289¾	14,195,000	14,413,697	28,608,697
„ 1857-58	430½	15,275,000	15,815,436	31,090,436
„ 1858-59	625	21,730,000	12,817,071	34,547,071
„ 1859-60	836¼	24,265,000	16,356,963	40,621,963
„ 1860-61	1581½	23,495,000	10,677,077	34,172,077
„ 1861-62	2351½	22,320,000	14,951,985	37,271,985
„ 1862-63	2516½	22,630,000	20,508,967	43,138,967
„ 1863-64	2962½	27,145,000	22,962,581	50,107,581
„ 1864-65	3368¾	28,150,000	21,363,325	49,513,325
„ 1865-66	3568	29,600,000	29,557,301	59,157,301
„ 1866-67	3936½	29,040,000	13,236,905	42,276,905
„ 1867-68	4016½	35,705,000	11,775,374	47,480,374
„ 1868-69	4261	35,990,000	15,155,954	51,145,954
„ 1869-70	4766	32,925,000	13,954,807	46,879,807
„ 1870-71	5072	34,470,000	5,444,823	39,914,823
„ 1871-72	5365¾	32,090,000	11,573,813	43,663,813
„ 1872-73	5671½	31,875,000	4,556,585	36,431,585
„ 1873-74	6201	33,835,000	5,792,534	39,627,534
„ 1874-75	6497¼	36,220,000	8,141,047	44,361,047
„ 1875-76	6949½	38,515,000	5,300,722	43,815,722
„ 1876-77	7326½	37,440,000	11,436,120	48,876,120
„ 1877-78	8216	41,464,000	17,355,459	58,819,459
„ 1878-79	8477¾	37,801,000	7,056,748	44,857,748
„ 1879-80	.....	41,172,000	11,654,894	52,826,894

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APPENDIX G G.

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1874-75 *to* 1879-80.

	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.
IMPORTS—						
Merchandise, Private.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal	17,36,94,470	17,76,71,746	16,69,38,128	19,38,54,456	16,61,18,220	18,67,45,566
Bombay	11,51,40,527	13,48,10,856	12,74,68,044	14,07,61,248	13,49,15,989	14,10,73,890
Sindh	28,98,406	34,30,674	32,04,621	39,01,607	53,46,873	81,35,1[illegible]7
Madras	3,31,15,696	3,89,19,392	3,43,60,720	3,25,60,336	2,99,20,612	3,15,82,658
British Burmah	2,16,03,523	1,62,94,014	2,17,00,253	2,21,82,383	2,94,28,405	2,97,95,226
Total...	34,64,52,622	37,11,26,682	35,36,71,766	39,32,60,030	36,57,30,099	39,73,32,447
Ditto Government Stores...	1,32,38,383	1,77,46,721	2,07,34,542	2,13,81,821	1,22,79,736	1,43,93,224
Total Merchandise...	35,96,91,005	38,88,73,403	37,44,06,308	41,46,41,851	37,80,09,835	41,17,25,671
Treasure, Private.						
Bengal	2,88,77,280	1 08,05,451	2 62,54,665	4,96,33,992	1,82,03,438	3,10,40,893
Bombay	4,69,54,654	8,59,90,576	8,29 61,582	11,95,97,164	4,85,74,636	8,02,53,487
Sindh	16,435	25,926	28,610	9,750	31,100	3,04 149
Madras	50,13,041	56,23 517	44,33,604	36,64,109	33,91,229	44,07,598
British Burmah	5 49,056	5,61,754	6,82,719	6,49,581	3,67,083	5,42,821
Total...	8,14,10,466	5,30,07,224	11,43,61,180	17,35,54,596	7,05,67,486	11,65,48,948
Ditto Government...	.....	.....	17	.....	.....	.....
Total Treasure...	8,14,10,466	5,30,07,224	11,43,61,197	17,35,54,596	7,05,67,486	11,65,48,948
Grand Total of Imports...	44,11,01,471	44,18,80,627	48,87,67,505	58,81,96,447	44,85,77,321	52,82,74,619
EXPORTS—						
Merchandise, Private. (Foreign Goods.)						
Bengal	12,62,301	10,74,845	14,93,702	15,21,008	10,33,072	8,65,008
Bombay	1,56,06,583	1,64,62,803	1,79,15,882	1,81,45,416	1,99,09,861	1,97,46,726

Sindh	1,32,842	1,71,204	1,31,301	1,65,076	2,66,071	10,90,805
Madras	9,72,251	5,12,426	6,36,355	5,25,312	5,62,937	4,10,769
British Burmah	1,37,719	1,10,330	1,38,387	64,988	79,630	1,15,760
Total...	1,81,11,696	1,83,31,608	2,03,15,627	2,04,21,800	2 18,51,571	2,22,29,068
(Indian Produce and Manufactures.)						
Bengal	21,88,78,283	23,63,95,751	26,44,66,482	31,06,87,132	29,21,00,984	30,28,96,476
Bombay	22,08,65,628	20,01,81,562	20,62 48,065	20,28,08,409	16,99,91,576	20,57,94,441
Sindh	1,06,35,631	1,68,95,974	1,63,29,486	1,62 99,497	94,49,231	1,26,12,676
Madras	6,43,94,129	7,15,45,978	6,39,06,417	5,51,25,530	6,22,40,867	7,12,62,827
British Burmah	3,02,37,238	3,72,30,373	3,83,50,243	4,65,14,764	5,32,95,517	5,69,19,872
Total...	54,50,10,909	56,22,49,638	58,93,00,693	63,14,35,332	58,70,78,175	64,94,86,292
Total Fgn. & Indian Merchandise exported.						
Bengal	22,01,40,584	23,74,70,596	26,59,60,184	31,22,08,140	29,31,34,056	30,37,61,484
Bombay	23,64,72,211	21,66,44,365	22,41,63,947	22,09,53,825	18,99,01,437	22 55,41,167
Sindh	1,07,68,473	1,70,67,178	1,64,60,787	1,64,64,573	97 15,302	1,37,03,481
Madras	6,53,66,380	7,20,58,404	6,45,42,772	5,56,50,842	6,28,03,804	7,16,73,596
British Burmah	3,03,74,957	3,73,40,703	3,84,88,630	4,65,79,752	5,33,75,147	5,70,35,632
Total...	56,31,22,605	58,05,81,246	60,96,16,320	65,18,57,132	60,89,29,746	67,17,15,360
Ditto Government Stores	4,19,807	3,33,700	5,22,592	3,66,150	4,39,023	3,92,046
Total Merchandise...	56,35,42,412	58,09,14,946	61,01,38,912	65,22,23,282	60,93,68,769	67,21,07,406
Treasure, Private.						
Bengal	75,81,700	74,59,428	10,38,308	4,47,096	53,65,973	32,76,911
Bombay	56,60,864	1,07,89,119	325,06,758	1,78,10,039	3,07,97,155	1,29,88,488
Sindh	48,375	1,31,706	1,87,950	1,74.625	3,16 301	2,11,640
Madras	25,83,000	27,25,121	55,35,971	29,95 073	23,91,094	27,17,273
British Burmah	53,275	46,068	1,56,811	1 24,523	84,930	93,967
Total...	1,59,27,214	2,11,51,442	3,94,25,798	2,15 51,356	3,89,55,453	1,92,88,279
Ditto Government...	3,25,877	8,50,921	8,73,180	5,58,600	8,66,830	10,63,200
Total Treasure...	1,62,53,091	2,20,02,363	4,02,98,978	2,21,09,956	3,98,22,283	2,03,51,479
Grand Total of Exports...	57,97,95,503	60,29,17,309	65,04,37,890	67,43,33,238	64,91,91,052	69,24,58,885

APPENDIX H H.

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Principal Articles, including Treasure, imported in the Official Years 1875-76 *to* 1879-80.

ARTICLES.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.
	Rs.	Rs.	Rs.	Rs.	Rs.
Apparel	22,32,648	17,41,570	19,21,596	16,17,975	16,79,527
Arms, Ammunition, &c...	2,70,564	2,95,233	2,88,338	2,35,691	3,27,063
Building and Engineering Materials	1,42,989	2,04,521	2,06,273	2,49,500	3,42,077
Cabinet ware and Furniture	2,03,793	1,94,357	95,996	58,085	80,814
Candles	1,84,271	1,78,349	2,33,719	1,40,085	2,26,929
Clocks and Watches	1,82,022	1,79,409	1,60,872	2,11,003	2,96,389
Coal	42,61,377	66,53,468	66,63,793	64,72,962	76,20,333
Cotton Twist and Yarn...	60,87,532	64,49,595	72,99,461	57,04,629	70,33,970
Do. Piece Goods	4,62,45,868	4,85,98,194	4,48,49,286	4,07,73,943	4,86,59,906
Chemical Products and Preparations...	4,53,889	4,15,162	4,61,755	4,62,828	4,35,274
Drugs and Medicines	9,88,178	9,83,756	11,16,868	11,79,155	12,85,145
Dyeing and Colouring Materials	11,96,830	8,80,421	9,91,886	7,74,993	11,09,627
Earthenware and Porcelain	3,09,537	4,02,958	3,53,593	3,19,982	3,09,139
Fire-works	3,90,935	1,91,412	2,25,427	2,51,348	2,75,506
Glass	15,87,936	11,97,204	13,12,351	15,47,851	14,76,588
Gums and Resins	6,38,949	5,80,800	5,56,783	4,80,251	6,53,312
Hardware and Cutlery	18,54,551	18,33,223	17,69,220	16,07,873	16,15,578
Hides and Skins...	2,34,306	1,87,060	1,50,008	1,37,899	1,63,579
Instruments and Apparatus	2,23,403	2,03,075	2,32,578	2,82,796	3,04,397
Ivory and Ivory ware	23,08,948	24,53,430	19,82,192	17,02,880	18,46,238
Jewellery	14,44,121	16,66,825	19,62,180	15,58,376	15,16,625
Leather	4,40,094	3,72,741	3,87,166	4,29,304	5,47,189
Liquors—Ale, Beer, and Porter	6,53,895	6,80,083	6,12,854	4,87,509	5,18,265
Do. Spirits	20,01,286	19,17,427	12,07,748	10,32,345	12,50,224
Do. Wines and Liqueurs	14,86,357	11,89,654	11,58,183	9,65,080	8,83,363
Machinery and Millwork	74,17,398	48,03,736	39,10,866	38,28,905	20,94,333
Matches, Lucifer and other	3,06,720	3,41,986	4,38,500	3,12,179	3,38,611
Mats	81,570	66,801	41,788	80,774	67,170

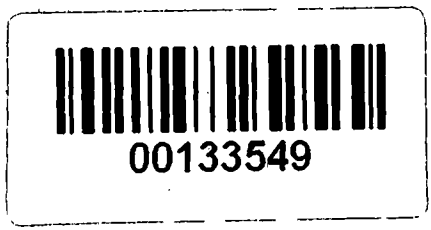
Metals—Copper	29,56,378	39,12,584	37,25,824	32,92,103	31,60,609
Do. Mixed or Yellow Metal	18,78,980	13,12,088	19,83,531	14.62,075	19,10,078
Do. Iron	65,74,254	62,93,501	59,20,498	61,85,668	37,16 927
Do. Lead	79,787	73,245	1,26,559	92,481	2,47,834
Do. Quicksilver	5,87,989	1,36,341	1,01,917	64,816	2,36,149
Do. Steel	4,92,727	6,76,161	4,76,972	3,89,374	3,84,834
Do. Tin	4,43,206	3,57,864	5,57,260	2,47,984	73,205
Do. Zinc or Spelter	2,55,826	2,99,345	4,23,769	3,23,475	1,64,360
Oils	3,79,342	3,75,611	12,90,183	19,05,263	19,56,358
Paints and Colours	9,19,992	4,80,999	6,24 994	5,33,163	6,19,598
Paper and Pasteboard	12,00,171	10,98,922	14,95,212	12,17,258	13,06,652
Provisions	36,38,715	36,86,811	45,94.196	43,45,077	44,77,622
Railway Plant and Rolling Stock	2,58,752	13,22.839	46,55,896	34,14,934	44,93,460
Silk—Raw	59,74,069	37,20,484	55,53,803	42,62,991	52,32,087
Do. Piece Goods	31,67,474	21,63,906	26,35,906	32,02,753	32,24,965
Spices	12,85,126	12,21,260	13,57,625	11,77,609	15,00,607
Sugar, refined and unrefined	86,18,491	37,59,400	77,42,430	1,41,99,015	98,46,176
Tea	20,00,073	7,96,436	15,33,732	9,64,940	17,35,060
Tobacco	2,22,377	3,07,365	2,22,267	2,50,512	1,61,243
Umbrellas	4,81,069	4,05,377	3,45,810	5,35,006	4,49,674
Woollen Piece Goods	29,39,626	22,31 281	19,83,815	23,24,215	26,45,168
All other Articles	65,89,991	79,20,805	1,27,61,858	1,16,90,067	1,06,13,978
Total...	13,47,24,382	12,74,15,075	14,07,05,337	13,47,86,920	14,11,13,815
Treasure—Gold	96,55,278	1,04,40,790	88,35,500	86,20,961	1,12,33,866
Do. Silver	2,63,35,298	7,25,20,792	11,07,61,664	3,99,53,675	6,90,24,621
Total Treasure...	3,59,90,576	8,29,61,582	11,95,97,164	4,85,74,636	8,02,58,487
Grand Total...	17,07,14,958	21,03,76,657	26,03,02,501	18,33,61,556	22,13,72,302

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Principal Articles, including Treasure, Exported in the Official Years 1875-76 *to* 1879-80.

ARTICLES.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.
INDIAN PRODUCE.	Rs.	Rs.	Rs.	Rs.	Rs.
Coffee	5,49,039	9,04,651	10,31,039	11,26,203	19,39,707
Cotton—Raw	9,90,66,303	9,39,51,298	8,22,18,918	5,69,88,156	7,57,14,996
Do. Twist and Yarn	26,08,353	36,32,335	68,03,657	88,36,653	1,09,01,400
Do. Piece Goods	15,34,330	17,32,354	20,32,763	26,72,266	29,88,427
Dyeing and Colouring Materials	10,01,040	10,23,463	13,40,824	13,77,259	22,65,449
Grain and Pulse...	52,16,458	64,91,070	80,37,915	43,38,758	61,78,466
Hides and Skins	22,89,029	28,51,776	46,75,407	29,11,032	24,27,362
Oils	6,15,781	3,62,295	2,65,775	9,02,546	7,66,446
Opium	5,29,60,772	6,42,86,900	6,09,73,198	6,25,15,271	7,44,77,255
Seeds	1,72,18,764	1,56,05,073	2,07,66,946	1,18,09,172	1,11,13,215
Spices	11,19,601	11,55,101	10,29,630	12,58,114	13,11,517
Wool—Raw	69,76,364	73,12,783	60,61,931	71,71,046	82,59,667
Do. Manufactures—Shawls...	12,51,802	16,34,858	13,93 820	11,46,484	8,38,905
Other Articles	47,39,841	52,89,834	61,70,774	63,97,410	66,07,863
Total...	19,71,47,477	20,62,33,791	20,28,02,597	16,94,50,370	20,57,90,675

FOREIGN MERCHANDISE.					
Cotton—Piece Goods	93,16,301	99,87,837	1,04,37,951	1,07,48,030	1,02,93,054
Do. Twist and Yarn	5,00,249	5,46,044	5,76,025	4,60,858	4,85,095
Gums and Resins	2,65,766	3,66,444	2,78,485	2,70,483	4,42,436
Ivory unmanufactured	11,00,808	13,39,055	9,58,409	9,47,068	9,04,824
Provisions	5,61,586	7,25,837	9,68,400	9,47,686	9,32,563
Silk—Raw	3,62,654	5,84,998	4,67,874	5,35,138	8,78,809
Do. Piece Goods	1,91,261	1,33,000	1,60,169	1,77,728	1,97,337
Sugar—Refined and Un-refined	12,27,160	7,41,109	10,43,356	14,57,511	8,28,424
Tea	1,67,928	1,20,540	1,69,508	3,14,196	2,11,840
Wool—Raw	1,55,401	2,45,415	2,31,585	5,12,369	9,18,102
Do. Piece Goods	1,34,350	1,00,256	79,767	89,306	1,00,648
All other sorts	24,77,945	30,25,272	27.73,887	34,54,700	35,47,800
Total...	1,64,61,409	1,79,15,807	1,81,45,416	1,99,15,073	1,97,40,932
Treasure.					
Gold	20,55,117	1,20,35,139	1,07,08,640	2,27,63,724	29,19,541
Silver	87,34,002	2,04,71,619	71,01,399	80,33,431	1,00,68,947
Total Treasure...	1,07,89,119	3,25,06,758	1,78,10,039	3,07,97,155	1,29,88,488
Grand Total...	22,43,98,005	25,66,56,356	23,87,58,052	22,01,62,598	23,85,20,095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